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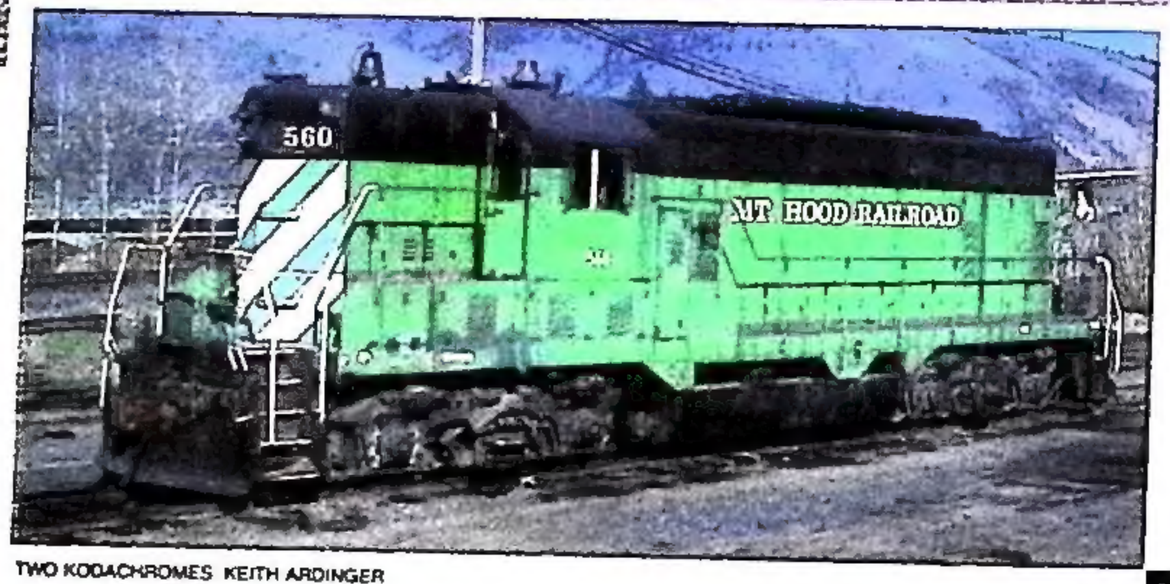

TWO KODACHROMES KEITH ARDINGER

MOUNT HOOD RAILROAD GP9E 88 (ex-SP 3885) was painted in Portland, Oregon, and on April 9, 1988, was being readied to depart for the MHRR in Hood River, Ore., where GP7 560 (ex-CB&Q 204) is shown (left) on March 12, 1988, in BN green. See page 28.

CHICAGO CENTRAL chose GP10s 1719 and 1775 (former-ICG 8019 and 8165) to be the first to wear its new red and white livery. They were at Ft. Dodge, Iowa, on April 9, 1988. See page 30.

Railnews

EXTACHROME: ED SHARPE

CLASSIC ACL COLORS grace Waccamaw Coast Line's sole GP18, former N&W 943, shown here at Conway, S.C., on April 18, 1988, soon after repainting. See page 30 for details.

THE SEMINOLE GULF applied the stripes of parent Bay Colony to its already-blue GP9 571 (ex-B&O 6593), seen (right) at Ft. Myers, Florida, on April 1, 1988.

SEVEN EX-N&W GEEPS were bought by the Buffalo & Pittsburgh Railroad (new operators of the BR&P) and are shown on the G&W at York, N.Y., March 15, 1988. See page 28 for details.

KODACHROME: DALE L. HEARN

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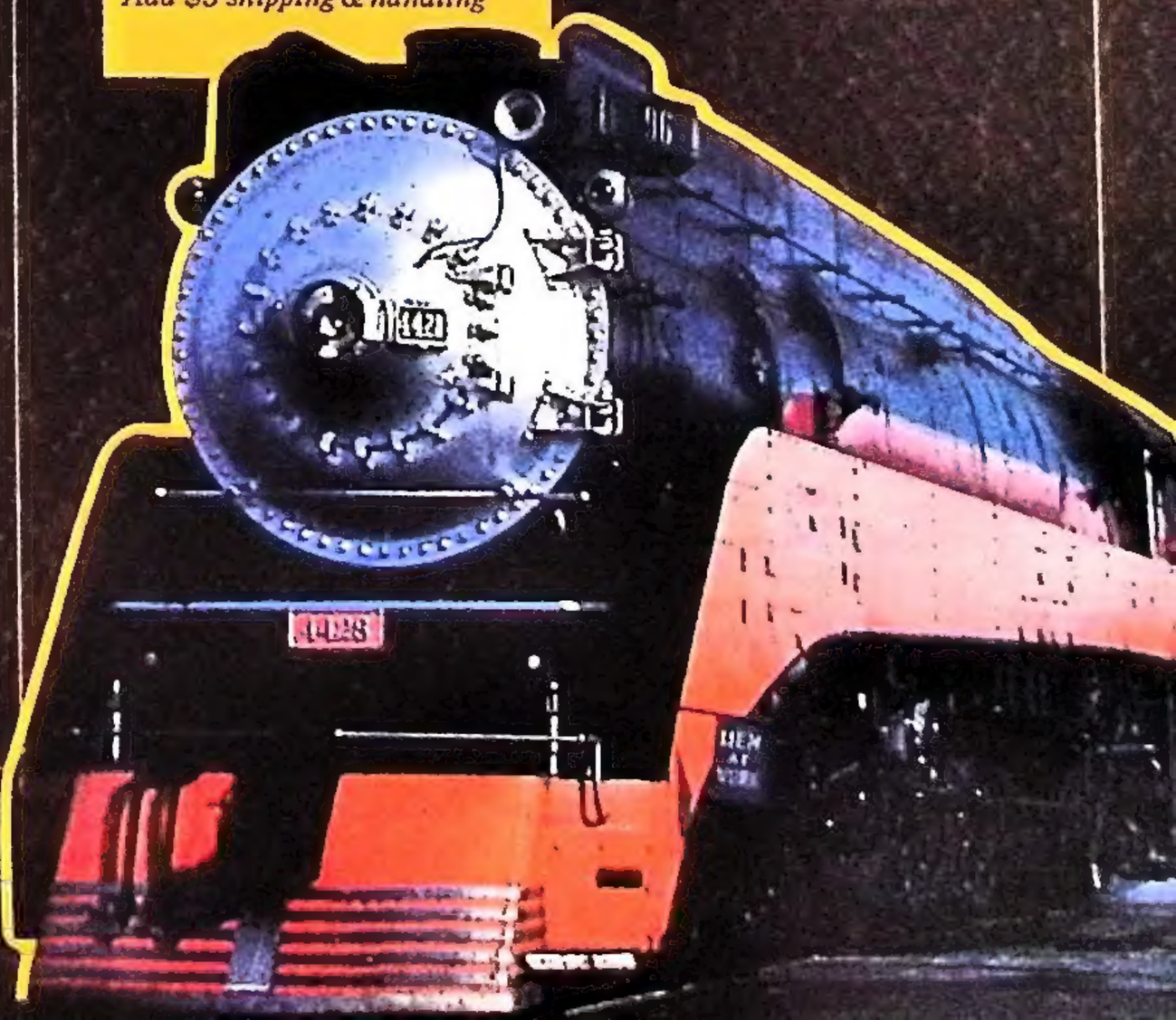

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From the Publisher's desk: Connecticut River revisited

Tom Gilbert, Stan Bradley and I had boarded the *Alouette* in Montreal heading back to New York, using CP trackage to Wells River and then catching the next train to White River Junction in Vermont on B&M tracks. Here we were treated to a parade of B&M, CV and CP power, more than half of which was steam. And we met a young Speed Graphic toting railfan who identified himself as John Krause. We would meet again later in college.

The Central Vermont entered White River from St. Albans in the northwest, continuing south on a busy line operated jointly with the B&M. Through passenger cars were transferred to Boston-bound B&M trains providing a neat mix of olive and maroon and mail cars lettered for both the U.S. Mail and Royal Mail Service. The CV maintained an engine terminal about a mile north of the depot. The B&M/CV had a yard south of the depot where a husky CV 0-8-0 was trundling cars back and forth.

The roundhouse is today a truck garage, but several streamlined passenger cars still call it home. The CV tracks which crossed the B&M just north of the depot to make the Boston connection have been torn up, but the brick station still serves Amtrak. A look at the train board in the depot showed an Amtrak train due momentarily, and we were puzzled when a Peter Pan charter bus showed up. An Amtrak letter in the window explained that train service had been temporarily replaced with bus service because of the poor condition of the B&M (GTI) tracks to Wells River. Amtrak is instituting takeover proceedings which if successful will lead to rehabilitation of the line, resumption of through railroad passenger service and turning over of the line to the Central Vermont. Long gone is the steam locomotive weather vane atop the depot. B&M 4-4-0 No.494 and several cars are on display nearby.

Passing Springfield, Vermont, we never dreamed that someday the small Springfield Terminal trolley line would have its name emblazoned on husky diesels seen over much of New England. The next stop was made at Bellows Falls, once a busy connection with the Rutland, offering through B&M cars from Boston to Rutland. An old wooden roundhouse equipped with an armstrong turntable accommodated the ten-wheelers and 2-8-0s usually seen on this end of the Rutland. Bellows Falls and White River both had some of the last operating ball signals in the country.

The line from Rutland to Bellows Falls is today operated by the Green Mountain, one of three roads created after the Rutland quit operations following a long strike. Photos and history of the Green Mountain, Clarendon & Pittsford and Vermont Railway appear in Phil Jordan's forthcoming photo book *Rails Beyond the Rutland* (Carstens C54).

Another small CV engine terminal could be found at Brattleboro, just north of the Massachusetts border. Consolidations were commonly based here, but through CV freights often were pulled by big 2-10-4s. Back home found us plunging into the darkroom to develop endless rolls of film while listening to Red Barber brag up our Dodgers. Then we'd wait a week or so for the 8mm movie film to come back in 50-foot reels. Today the newly shot video can be seen on a motel TV screen, and slides are back in a few days. Newport, Wells River, White River and Bellows Falls still lure the railfan.

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Cover

Springtime on the Keystone Corridor, more specifically, Sunday noon at Paoli, Pennsylvania, on April 17, 1988. The forsythia is a sure sign that winter has departed. From the west comes an airhorn as Keystone Service 608 completes its Paoli station stop, and the familiar sound of an F40 approaches with an abbreviated mix of two Heritage cars and one Amfleet coach. For a look at the interesting variety of equipment that operates today on the former-PRR electrified main line between Harrisburg and Philadelphia, see Dan Cupper's article beginning on page 54. Kodachrome by Jim Boyd.

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Fanmail

F69s and thyristors

The RAILNEWS item on page 28 of May R&R having to do with the F69PH locomotives is most interesting. I am inspired to submit a few comments.

In the second paragraph, last sentence, the word "inverters" should follow "thyristor(s)," which should be singular.

In the third paragraph, "... use induction for excitation and ..." would be better left out since it is not altogether true. Brushes are "troublesome" and commutators are moreso! Also, it is misleading to state that "Because only now are we developing ..." since the first paragraph stated that Siemens AG (not "we") of West Germany is EMD's supplier of three phase transmission equipment.

Engineers of Brown Boveri et Cie of West Germany and Switzerland were awarded in 1983 the Elmer Sperry award for their outstanding work in developing the voltage source pulse-width-modulated (PWM) inverter for locomotive three phase transmission. It is this voltage source PWM inverter concept, only lately embraced by others, that is responsible for over 25 years of highly successful application of three phase transmission in diesel and straight electric locomotives approaching 1000 in number as well as in numerous rapid transit cars.

The F69PH locomotives will be equipped, as are Amtrak F40AC 202 and CP Rail modified-M640 4744, with voltage source PWM inverters. These remarkable power converters allow smaller engine-driven alternators than does the current (in U.S.A.) a.c./d.c. system. Maximum locomotive tractive effort is developed with relatively low alternator current (in the Brown Boveri system, at least), quite the opposite of what we are used to.

Dynamic braking is achieved with maximum braking effort right down to zero speed with no electro-mechanical contactors. (On the F69PH locomotives, one or two contactors may be used in lieu of thyristors in the braking circuit.)

The combination of three phase transmission and EMD's radar sensing of actual locomotive speed should result in control of adhesion/tractive effort even beyond that achieved with the current Super Series system.

Thanks to the adoption, even though overdue, of three phase transmission, we will witness new higher levels of locomotive performance and reliability and lower maintenance cost. EMD is first in U.S.A. and Canada.

WALLACE F. POWERS, ASME; IEEE
Waterford, Conn.

Morgan Tower

I very much enjoyed the article on Morgan Tower in the May issue. Like most railfans in regions where towers were numerous, no doubt, I had a favorite one to visit. For me that "bit of Heaven," with a friendly operator and plenty of trains, was "RU" Tower at Sterling, Ohio. The crossing of the double track ex-Erie and B&O mains, as well as the junction of B&O branches to Lorain and Cleveland, Sterling was a busy place in the late 1960s. It was also a place where a railfan could still find passenger trains, plenty of Alcos, E and F units and second generation power. Not surprisingly, Fr. Dale Peterka's article brought back many happy memories. I'm sure that it did the same for many others.

I also enjoyed Greg Nazarow's article on the CP carferry. Interestingly enough, the unrebuilt GP9s shown in his current day photos may soon be just as rare as the FM units that once were common on CP lines in southern B.C. Of the nearly 200 GP9s that once graced the CP's roster, fewer than 50 unrebuilt units remain. These, however, are reportedly slated for reconstruction in the near future.

CHARLES W. BOHI
White River Jct., Vt.

Traveling with the family

While I did appreciate Jim Boyd's comments in the December 1987 CAMERA BAG, "The Well-Prepared Traveler," he must not be married, or he has a very understanding partner. Unless it's strictly a railfan trip, I'm asking for trouble taking along all the stuff he lists in his article. My vacations are usually planned with some train-chasing in mind, but I usually try to do my homework ahead of time and then "boil my needs down" to a bare minimum. This is taking along only what I feel is absolutely necessary. When traveling with a woman whose railroad interests are "lukewarm" at best, I'd better be able to "give some slack" in vacation planning and execution, or I'm asking for trouble at home. Our days off don't often match, so vacation becomes that much more important. I have to consider her wishes on planning, and that sometime alters my grandiose plans.

My wife probably puts up with what she considers my fanaticism for railroads, anyway, without much complaint. She is a lot more tolerant than some I've run across. She does like train travel, and she has helped me find many existing depots for my photo collection, yet my dragging an extra suitcase full of railfan items along would not set very well.

ORVIS D. SCOTT
Gallup, N.M.

Scanners in the camera bag

I am a long time reader of *Railroad* Magazine, since September 1939, and enjoy your CAMERA BAG and related subjects considered each month. In your camera column entitled "The Well-Prepared Traveler" in the December 1987 issue you mentioned scanners and publications a well-equipped railfan should have along on trips to visit rail lines and tourist pikes.

I have all the publications you mention, but not a scanner. This is my next acquisition, but I don't know much about them. In the field of hand-held scanners, what are the desired features, what brands are available and what is best for railfan use?

JAMES E. DAVIES
Malvern, Pa.

Your best sources for railfan-use scanners are the ads that appear in R&R and other railfan magazines. These companies understand

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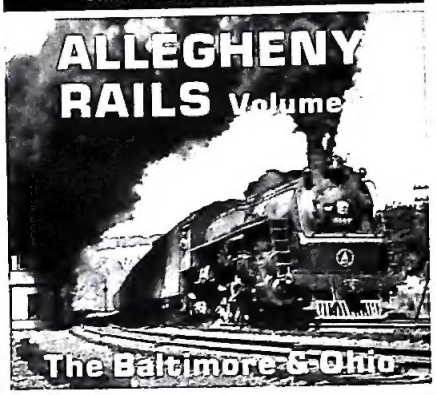
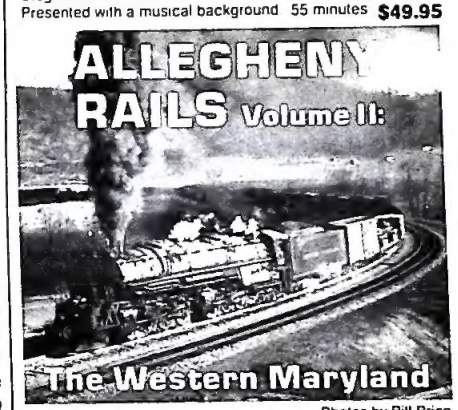


Filmed in 1953 and 1954 by William P. Price on the Pittsburgh Division over Sand Patch Grade and the Cumberland Division's west end. See these classics in action: "Big Six" 2-10-2, EM-1 2-8-8-4, P-1d 4-6-2, Olba 2-8-2, Alco FA Diesels. B&O's famous "Washingtonian" and other passenger trains are also featured. Documentation provided by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Presented with a musical background. 55 minutes **$49.95**



Photos by Bill Price

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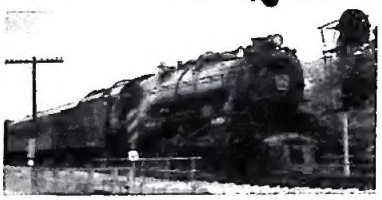
K-4! THE SEQUEL



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railfans' needs and cater specifically to them. I would recommend a good programmable hand-held scanner rather than one that uses separate crystals. There are some fine ones in the $200-$300 range, and they are well worth the money. The "railfan standard" at the present time seems to be the Regency HX1500, and Cobra and Bearcat also have similar models (I am using a now-discontinued Regency HX-1000 with built-in rechargeable batteries, and it has given excellent service; Mike Del Vecchio is equally satisfied with his dry-battery powered HX-1500). The power options are dry batteries, rechargeable batteries or a cigarette lighter adapter. Dry batteries can be replaced for instant "recharge" but may become expensive in the long run. I have gotten satisfactory performance with the combination of rechargeable batteries and the cigarette lighter adapter. Talk to the folks who advertise, and they can give further advice on the current models—J.B.

The road to Anzac

You guys made a boo-boo on the BCR Tumbler Subdivision map on page 38 of the May 1988 issue. You show a road connecting Anzac with Highway 97 north of the railroad. To the best of my knowledge, there's no such road. If there is, it's a logging road, not suitable for passenger automobiles. Showing it invites confusion. The access road mentioned in my article is via Tacheeda.

GREG NAZAROW
Stow, Mass.

Faded Ektachromes

I just want to say how I enjoyed the faded Ektachromes with the North Shore article in the January issue. They seemed to give it an extra depth. None of the letters in the March issue mentioned them. Maybe you could do another nostalgic article with more faded, aging pictures.

JOHN C. WILLIAMS
West Leederville
Western Australia

Baldwins at Apex

The photo of the D&S Baldwins on page 48 of the May issue had several errors in the caption. The train in the photo is north of Apex and is crossing old U.S. Highway 1. The bridge in the background is U.S. 64.

Secondly, the D&S only interchanged with the Seaboard (SCL from 1967 to 1977) at Apex; the Norfolk Southern interchange was at Fuquay-Varina, east of Apex.

The 362 was former Soo Line 362, and the 363 was originally NS 1504 built as a DRS6-4-1500. The D&S shop in Dunn swapped the A1A trucks for B trucks when the unit purchased.

WARREN CALLOWAY
Raleigh, N.C.

St. Louis Union Station

I would like to add a little note to the PUBLISHER'S DESK of May. Union Station in St. Louis has preserved four tracks. They are used to store private railroad cars and at times to display engines and cars on loan from the Museum of Transport here in St. Louis.

Amtrak and Union Station are negotiating to have the Amtrak trains use part of Union Station.

RONALD C. BUTLER
St. Louis, Mo.

Soo grain lines

I sure enjoyed the article on the Soo Line's Grain Country in the April issue. We have a railroad museum and operating HO scale model railroad in the Washington, Iowa, depot, and some of those trains pass by our depot every day. A few of the model railroad club members even operate Milwaukee power with the "black patch" on them on the club layout.

CHARLES FRANZEN
Washington, Iowa

Seminole Gulf

The item in RAILNEWS for April '88 regarding the Seminole Gulf is in error on units painted. The only painted unit is the 571. It was painted blue with SEMINOLE GULF, then the yellow and orange bands were added later. There are plans to point another one, but not yet. Units 571-575 are in Fort Myers and 576 and 577 are in Oneco.

STANLEY JACKOWSKI
Valrico, Fla.

⇐ *Thanks for the information. See the color photo of the 571 on page 2*—J.B.

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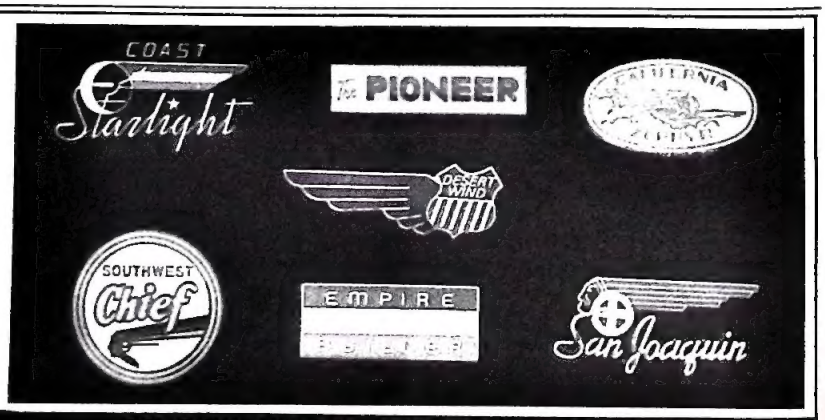

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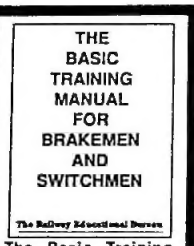

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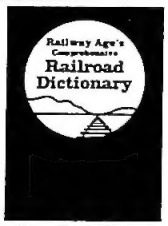

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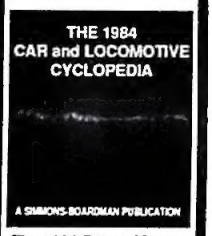

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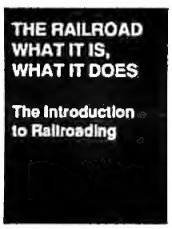

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Texas State Railroad

The video review of Hopewell's "Texas Steam Survivors" in the February 1988 issue indicates that this is the first time the Texas State Railroad has been covered on videotape. The Richardy Productions video "Steam Trains You Can Ride," released in 1986 and advertised through most of 1987 in R&R, devotes over 20 minutes to the Texas State Railroad.

RICHARD G. HARDY
Tulsa, Ok.

North Dakota railfanning

"Soo Line's Grain Country" in the April issue was interesting, although certainly not unfamiliar to railfans from our state, since the article could have applied nearly as well to other Soo routes in North Dakota. It is the rare town in this state which doesn't have a grain elevator (or more). Also, the ex-Milwaukee Road power referred to usually predominates through Devils Lake and is often seen on other runs as well.

I noted a couple of errors, however. On page 58, New Town is said to be "originally named Sanish." Not so! Sanish, the original end of the line, was flooded by the rising waters of Lake Sakakawea (originally known as Garrison Reservoir) behind the Garrison Dam. New Town was constructed on high ground a couple of miles east of Sanish (portions of the old roadbed are still intact). Since I grew up a few miles from Ryder, located on the New Town Sub, I am more than a little familiar with the line.

Also, the map on page 31 had at least two mistakes. The BN line crossing the abandoned Pollock line hasn't officially crossed it since at least Sunday, April 27, 1986, according to BN Twin Cities Region Timetable No.4, effective as of that date. The Dakota 15th Subdivision ends at Zeeland, N.D., rather than continuing into South Dakota. On the RRV&W (ex-NP) line shown, Minnewauken should be spelled Minnewaukan. This line formerly terminated at Leeds, N.D., on the Great Northern's original main. I could mention at least three other map errors but won't.

All things considered, the article was well done. Thanks.

By the way, I truly enjoyed the U25B article in the same issue. It reminded me of GN 2505, 2517, 2508 and 2514—the first U-boats which I photographed. Thank you again.

GORDON BRANDVOLD
Devils Lake, N.D.

NSL in Maine

Regarding Jim Boyd's article in the January '88 issue, I would like to add to the list of preserved North Shore Line equipment in MARKERS. In addition to diner 415 at the Seashore Trolley Museum in Kennebunkport, Maine, car 755 is in its "silverliner" paint job and parlor car 420 (ex-observation car) is there also. They have been together during special occasions. The diner is used during the summer months as a diner dispensing "Electro-Burgers" and fixings to visitors to the museum.

The three-car train is only run selectively, as the power supply is sorely taxed with these cars running, but it's great to watch and film. The three are usually together on Members Day and sometimes at annual meetings.

ROGER JENKINS
San Diego, Calif.

8444's cab

Recent coverage by your magazine and others has brought two reactions from most of the people I talk to. First, the Greyhound 8444 is a big hit! Many thanks and congratulations are due the UP crew for their excellent restoration of an historically correct paint scheme.

Second, is the cab about to fall off or what? The yellow stripes along the armrest and bottom of the cabside vividly show how low the rear of the cab is in relation to the front. Another friend from New Jersey, Roseanne Roseannadana asks, "Is this an optical dillusion

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

June 4-5, diesels Charlotte, N.C., to Charleston, S.C., stay overnight and return next day (DP); **June 9,** 1218 Roanoke to Bluefield one way (RCN); **June 10,** 1218 Bluefield to Portsmouth, Oh., one way (RCN); **June 11,** 1218 Portsmouth to Fort Wayne, Ind., one way (RCN); **June 12,** 1218 Fort Wayne to Chicago, Ill., one way (RCN); **June 11,** diesels Winston-Salem to Wilkesboro, N.C., and return (SBM); **June 12,** diesels Winston Salem to Roanoke and return (SBM); **June 18,** diesels Raleigh to Spencer, N.C., and return (ECN); **June 19,** diesels Raleigh to Winston-Salem, N.C., and return (ECN); **June 18,** 1218 Chicago to Fort Wayne, Ind., and return (CNRH); **June 19,** 1218 Chicago to Forest, Ill., and return (CNRH).

July 9-10, Detroit, Mich., to Fort Wayne, Ind., and return each day (BWC); **July 16-17,** 1218/diesels Detroit, Mich., to Cincinnati, Oh., via Fort Wayne, Ind., overnight in Cincinnati and return next day (BWC); **July 23-24,** 1218 Buffalo, N.Y., to St. Thomas, Ontario, and return (destination tentative)(BCN).

August 6, 1218 Conneaut, Oh., to Buffalo, N.Y., and return (LSR); **August 7,** 1218 Erie, Pa., to Bellevue, Oh., and return with diesels (LSR); **August 13-14,** 1218/diesels Cleveland to Columbus, Oh., and return each day for the Ohio State Fair (MRC); **August 20,** 1218 Toledo to Columbus, Oh., and return for the Ohio State Fair (MRC); **August 27,** 1218 Portsmouth, Oh., to laeger, W.Va., and return (CPHC); **August 28,** 1218 Portsmouth, Oh., to Kenova, W.Va., and return (CPHC).

September 17-18, 1218 Columbus to Portsmouth, Oh., and return each day (BCC); **September 24,** diesels Johnson City, Tenn., to Natural Tunnel, Va., and return (WTC); **September 24-25,** 1218 Lexington, Ky., to Chattanooga, overnight and return next day behind 611 (BGM).

October 1, 611 Cincinnati to Muncie, Oh., and return (CCN); **October 1,** diesels Roanoke to Abingdon, Va., and return (RCN); **October 2,** diesels Roanoke to Winston-Salem, N.C., and return (RCN); **October 2,** 611 Cincinnati to Danville, Ky., and return (CCN); **October 8-9,** 1218 Birmingham, Ala., to an unknown destination and return (HOD); October 8-9, diesels Hagerstown, Md., to Luray, Va., and return (WC); **October 15-16,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 15,** diesels Norfolk to Emporia, Va., and return (TWC); **October 16,** diesels Norfolk, Va., to Edonton, N.C., and return (TWC); **October 19-20,** diesels Spencer to Raleigh, N.C., and return each day to the State Fair (TWC); **October 22-23,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22,** diesels Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV); **October 23,** diesels Asheville to Pisgah Forest, N.C., and return (ASHV); **October 29,** diesels Charlotte to Asheville, N.C., and return (PCCN); **October 29,** 611 Atlanta to Toccoa, Ga., and return (ACN); **October 30,** 611 Atlanta to

or what? Do they know it's that way? Have they checked the mounting bolts? Did they couple onto the train too hard? Did the train couple onto the engine too hard? Does the engineer have to set up on the front of his seat to reach the controls? Does all the dirt in the cab roll to the back wall? Are they going to fix it? Did they already try to fix it and make it worse?"

For a girl from Jersey, she sure asks a lot of questions. What I really want to know is,*is it prototypical*?

GARY BENSMAN
Fort Wayne, Ind.

⊂ *A certain editor from New Jersey asked Steve Lee those same questions and he assured us that it is prototypical. The cab is mounted securely and the floor is level. The outside running boards are angled downward toward the rear, "...apparently for drainage and to prevent ice build-up in the winter." This does not appear to be the case on all 800s. A remaining question about the 8444 is whether the top stripe on the cab is parallel to the floor or parallel to the bottom stripe on the angled running board. These angles are more noticeable in the new colors but have been there for years and are exaggerated by the fact that the tender angles downward toward the front (so the water will flow toward the injector connection pipes), and the angle varies depending on how much oil is in the bunker (a full oil bunker will cause the front to be lower)*—J.B.

Grande in gold

I have to admit that the ex-CNR "Tempo" cars (March R&R, page 3) look far better in D&RGW colours than they ever did on the CNR. May they serve well and for a long time, too.

While I'm on the subject, NYS&W 3612 (March page 2) would look better with the lower black stripe in BN green, don't you think? And how about a red frame stripe for Guilford units?

GORDON D. JOMINI
Fredericton, New Brunswick
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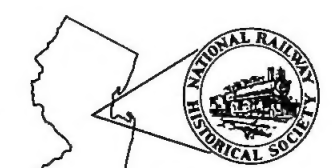

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Chattanooga and return (ACN); **October 30,** diesels Charlotte, N.C., to an unannounced destination (PCCN).

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 5,** 611 Chattanooga to Attalla, Ala., and return (TVRM); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** diesels Atlanta to Toccoa, Ga., and return (ACN); **November 6,** diesels Atlanta to Chattanooga and return (ACN); **November 12-13,** 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BCC) Ohio Bicentennial, address not available; (BCN) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (ECN) East Carolina Chapter NRHS, P.O. Box 83, New Hill, NC 27562; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Wa-

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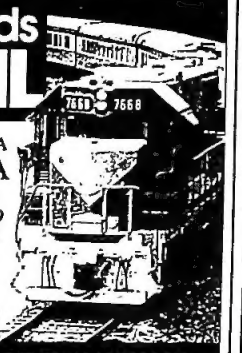

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STRASBURG, PENNSYLVANIA, Authentic "mixed" train on the Strasburg Railroad operates through October 9. Train departs Strasburg Fridays at 9am and travels 9 miles to interchange real freight with Conrail. Capacity limited. Adults $4.75, kids $2.50. Contact: Strasburg Railroad, P.O. Box 96, Strasburg, PA 17579; 717/687-7522.

SKAGWAY, ALASKA, White Pass & Yukon operates passenger service between Skagway and White Pass Station, Alaska, through September 27. Two trains daily and four trains on Tuesday, Wednesday and Thursday during cruise ship season. All trains depart Skagway behind WP&Y 2-8-2 No.73 and then get diesel power two miles inland at yard for the run up the pass. For reservations call 800/343-7373.

ROANOKE, VIRGINIA, June 7-15. Great Railfan Tour including first class accomodations behind N&W 2-6-6-4 1218 from Roanoke to Chicago fully escorted. Tour also includes Cass Scenic Railroad, IRM, CSS&SB and more. Prices start at $1199. Contact: Rail Travel Center, #2 Federal Street, Suite 300A, St. Albans, VT 05478; 802/527-1788.

STEPHENSPORT, KENTUCKY, June 11. Steam-powered ten-mile public excursions from Irvington to Stephensport, Ky., for Irvington's Centennial Celebrations using Kentucky Railway Museum's L&N 4-6-2 152. Tickets: Louisville to Irvington $35, Irvington to Stephensport $10. Contact: Kentucky Railway Museum, P.O. Box 22764, Louisville, KY 40222-0764.

RUTLAND, VERMONT, June 11-12. Vermont Railway excursions using a VTR GP38-2 and Green Mountain Railroad combine and coaches. Saturday depart Rutland 10am west to Whitehall and return, then south to Manchester and return. Sunday departs Rutland 8am north to Proctor and Burlington and return. Several photo stops are planned, box lunches available by advance order only. Adult fares $49 Saturday, $44 Sunday, both days $89. Bus connections from Boston available. Contact: Mass. Bay RRE, Box 8136, Ward Hill, MA 01830.

SOUTH CARVER, MASSACHUSETTS, June 18 and 19. Edaville Railroad's 19th Annual Railfan Weekend & Collectors Flea Market at the Edaville narrow gauge railroad on Route 58. 10am-5:30pm, Adults $8.50, kids $3.50, under 3 free. Contact: John Bryden, Edaville, P.O. Box 7, South Carver, MA 02366; 617/866-4526.

ROCKY MOUNTAIN RAILROAD CLUB, June 18-July 2. "50 Years of Railroading" Golden Anniversary with an extensive series of excursions, highlighted by a run from Denver to Laramie on the UP using DDA40X diesel (Denver to Speer) and UP 4-6-6-4 3985 on June 18. Capacity extremely limited; tickets $190. Other trips include Georgetown Loop 6/19; Manitou & Pikes Peak 6/20, Cadillac & Lake City 6/21, Cumbres & Toltec Scenic 6/23, Chama/Durango field trip 6/24, Durango & Silverton 6/25 and a San Juan Sojourn field trip 6/26-7/2. For information brochure contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201. Most trips are likely sold out by the time you read this; call 303/572-7868 for last-minute information.

TEMPLE (READING), PENNSYLVANIA, June 24-26. Blue Mountain & Reading Railfan Weekend III including hourly trains on 13 miles of 50-mph trackage with with special trains and consists. Steam power: RDG 4-8-4 2102, BM&R 4-6-2 425. Diesel power: PRR E8s, Reading C630 5308 and GP30 5513 and Budd cars. Activities include Jim Boyd night photo session, banquet, cab rides, night trains, steam doubleheader and more. Contact: 425 Consessions, c/o BM&R, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

SOUTH ELGIN, ILLINOIS, June 25. Electric Railroad Fair '88 at the Fox River Trolley Museum. Trolley rides, railroadiana and craft show, live entertainment and more. Free admission, trolley rides $2. Contact: Fox River Trolley Museum, c/o Larry Goldman, 319 West Dunning Ave, 3A, West Dundee, IL 60118; 312/428-5902.

SNOQUALMIE, WASHINGTON, June 25. "Parade on

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Rails" at the Puget Sound & Snoqualmie Valley Railroad features a special showing of their collection of over 130 pieces of equipment. Former U.S. Plywood 110-ton 2-6-6-2 Mallet 11 will be operating this day and will power most PS&SVRR trains in 1988. Trains run weekends April through October. Contact: Puget Sound Railway Historical Association, P.O. Box 459, Snoqualmie, WA 98065; 206/746-4025 weekdays, 888-3030 weekends.

SPENCER, NORTH CAROLINA, June 25. First Annual Railfan Day at the Historic Spencer Shops. On site steam and diesel powered trains, night photo session, hand car and live steam demonstrations. Equipment usually stored will be on display. Capacity limited, reservations required. No admission, but donations are accepted. Contact: Historic Spencer Shops, P.O. Box 165, Spencer, NC 28159; 704/636-2889.

CHICAGO, ILLINOIS, June 25-July 4. Luxury Rail Cruise to Eastern Canada with special consist including a Vista Dome, diner, Pullman sleepers and the platform observation car *Caritas*. Complete itinerary available. Trip limited to 70 people. $2950 fare includes all meals aboard train, open bar and sleeping accommodations. Contact: Yankee Clipper Rail Tours, Box 634, Revere Station, Boston, MA 02151.

CHICAGO, ILLINOIS, June 26. Excursion to La Porte County Historical Steam Society in Hesston, Indiana, using scheduled South Shore trains and chartered bus. Fare $30, kids under 12 $22.50. Contact (SASE please): The Railroad Club of Chicago, 2727 West Lyndale, Chicago, IL 60647; 312/235-5083.

OELWEIN, IOWA, July 2-4. Oelwein Railroad Days '88 featuring steam powered narrow gauge train rides, gas engine show, live steam display, Chicago Great Western Picnic, railroad museum and more. Contact: Oelwein Railroad Days, P.O. Box 420, Oelwein, IA 50662; 319/283-1271.

PORTOLA, CALIFORNIA, July 9. 3rd Annual Feather River Rail Festival at the Portola Railroad Museum. Activities include an all-day photo session featuring runbys, train rides, static displays, slide shows, raffles, a swap meet and night photo session. Prepaid tickets $5, at the door $7. Contact: Feather River Rail Festival, c/o 1130 Galaxy Drive, Yuba City, CA 95991.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

July 9, Philadelphia Zoo with the 2102.
October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.

For full details see ad on page 13, or contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

SEATTLE, WASHINGTON, July 10. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

MILWAUKEE, WISCONSIN, July 12-13. Annual Circus Train

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NRHS 1988 CONVENTION, July 23-31. Tri-State Chapter NRHS will host the 1988 NRHS National Convention in Somerset, New Jersey. Main line excursions include NKP 2-8-4 765 making separate trips to the Blue Mountain & Reading in Temple, Pa., Harrisburg, Pa., and Port Jervis, N.Y. Diesel trips will include Morristown & Erie Alcos on Conrail's ex-NYC West Shore line to Selkirk, N.Y., and circle trips with Susquehanna diesels over the NYS&W slack train route to Campbell Hall, N.Y., and return over former-Erie main line. Diesels will also power an excursion over Conrail's Camden & Amboy. Electric m.u. trips, Hudson River cruises, night photo sessions and a banquet are also scheduled. A $10 pre-registration guarantees reservation for the events requested. Plenty of hotel space available and lots to do for the whole family. For complete details contact: Tri-State Chapter NRHS, P.O. Box 1217, Morristown, NJ 07960; 201/488-5429.

BOSTON, MASSACHUSETTS, July 23-August 7. "California Special" aboard Amtrak originates in Boston with tours of Los Angeles, San Francisco, Sacramento, Reno, Yosemite Park and Chicago. Complete itinerary available. Contact: Mystic Valley Rail Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

MILBANK, SOUTH DAKOTA, August 12-14. Trainfest '88, 4th Annual Salute to the Railroads will feature rides on the Sisseton Southern Railroad, model train and safety displays, slide shows, antiques and railroadiana. Contact: Chamber of Commerce, 203 South Main Street, Milbank, SD 57252; 605/432-6656.

JACKSON, MISSOURI, August 20-21. 2nd Annual Railfan Weekend on the St. Louis, Iron Mountain & Southern tourist line featuring steam and diesel powered trains, photo runbys on each trip and a night photo session. Model train and car displays all weekend. Contact: SILIM&S, P.O. Box 244, Jackson, MI 63755; 314/243-1688.

INTERNATIONAL TOURS

ENGLAND TO SCOTLAND THROUGH WALES, July 9-23. A deluxe tour of England, Scotland and Wales including a ride on the famous *Orient Express*. Visit the York Railway Museum for an all-day excursion behind the world's fastest steam locomotive, LNER 4-6-2 *Mallard*. Also, sleep in private parlors riding between England and Scotland, cruises, theatre, BR's 125 mph passenger trains, tour the Hornby model train factory and more. $2200 includes round trip air, four-star hotels, all special events and most meals. Contact: Bob Rubin c/o Starr Enterprises, Inc., P.O. Box 170, Deerfield, IL 60015; 312/945-7716.

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours. Contact them for specific information.

Ecuador, Columbia, July 20-August 4. "Steam in the Andes" charters with Baldwin 2-6-0s, 2-8-0s and 2-8-2s. Runbys will include Devil's Nose Switchbacks and trains will cover entire C&Q main line in Ecuador including the Cuenca Branch. Shop tours, linesiding, cab rides, 5% grades and sugar railroads.

Argentina and Paraguay, August 14-September 4. "Deep South Railroad Adventure" with coal, oil and wood burning 2-10-2, 2-8-2 and 2-6-0 steam locomotives on two gauges plus a 1100-mile diesel trip on a third gauge with sleepers. Visit the old Pacific Electric equipment and the last of Alco's PA export fleet. Shop tours, linesiding, cab rides and more.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

Australia, July 21-August 21. Tour 17,000 k.m. of trackage of 3 gauges including 6 "outback" bush lines, museums, doodlebugs, cab rides, "mixeds," Brisbane Expo '88 Worlds Fair and more. $2988 includes all transportation and admissions, sidetrips, sleepers, hotels and most breakfasts.

India, October 20-November 20. Ride 60 trains, 4 gauges, steam, electric, diesel, locomotive rides, shop visits, trams, cog railways and an elephant ride. $2977 includes international jets from New York, rail and land travel, sleepers, station and native hotels and train meals.

EUROPE RAIL 1988, Tours for people who love trains. All tours include round-trip flights, first class hotels, all breakfasts and dinners and more. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

Scandinavia, July 1988. Bergen, Balestrand, Oslo, Stockholm, Helsinki, Lenningrad-Fjord cruise, Flam Railway and steam railways of Finland. Baltic Sea cruise, $3385.

Britain, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485.

Austria-Hungary, September 1988. Salzburg, Baden, Vienna, Budapest, Gyor. Visit steam in both Austria and Hungary; $2585.

DESTINATION NACOZARI, September 22-25. A long weekend in Mexico on the Nacozari Railroad. $325 includes roundtrip chartered bus between Tuscon, Arizona, and the Mexican border, three nights lodging, train travel in Mexico and most meals. Contact: Let's Travel Train Tours, P.O. Box 2768, Riverside, CA 92516-2768; 714/787-8350.

RAILROADIANA MEETS

NEWTON, MASSACHUSETTS, June 10-12. The Boston Chapter NRHS' Boston Trolley Meet at the Days Inn. Friday 6pm-11pm, Saturday 9am-5pm, trolley fantrip Sunday 9:30am. Show admission $6, trolley fare $20. Contact (SASE please): George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258; 617/924-8417.

CANANDAIGUA, NEW YORK, June 12. Toy Train Collectors Society show and sale at the Community College of Finger Lakes 11am-3pm. Contact: Doug Ridley, 4350 Knapp Road, Canandaigua, NY 14224; 716/394-5238.

TITUSVILLE, NEW JERSEY, June 18. Titusville Train Collectors Meets at the Titusville Fire Hall on Rt. 29 North. 8am-2pm, adults $2, kids under 12 free. Contact: Herm Lotstein, 21-7 Potters Place, Holland, PA 18966; 215-968-7630.

AKRON, OHIO, June 24-26. Division One, Mid Central Region NMRA 1988 Spring Convention at the Gardener Student Center, Akron University. Activities start 8:30 each day with self-guided tours on Sunday. Family $40, single $30 or $15 each day. Lodging available. Contact: Betts Farkas, 731-37 Creekside Drive, Aurora, OH 44202; 216/562-5516.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Towson, Maryland, June 25-26, Towson Center, Towson State University.

Monroeville, Pennsylvania, July 16-17, Pittsburgh Expo Mart.

SOUTH BEND, INDIANA, June 26. Michigan Railroadiana & Model Railroad Show at the Century Center 10am-4pm. Adults $3, under 12 free. Contact: Roger L. Smith, P.O. Box 1551, Mishawaka, IN 45644; 219/259-2968.

GOLDEN, COLORADO, July 9-10. 12th Annual Mile High Railfair at the Jefferson County Fairgrounds, 15200 West 6th Ave. Saturday 10am-6pm, Sunday 10am-5pm. Over 100 exhibitors. Adults $2, seniors $1.50, kids under 12 $1. Contact: Eugene G. Loftus, 1988 1455 Gillaspie Drive, Boulder, CO 80303.

BABYLON, NEW YORK, July 17. Babylon Train Meet at the American Legion Hall, 94 Grove Place, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Copaigue, NY 11726; 516/691-7628.

TRAIN TOURS INCORPORATED, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9841 Silk Ave., Cleveland, OH 44102; 216/631-9119.

Zanesville, Ohio, July 22-24, Colony Square Mall.
Harper Woods, Michigan, July 29-31, Eastland Center.
Heath, Ohio, August 12-14, Indian Mound Mall.
Cleveland, Ohio, August 26-28, Parma Town Mall.

LAWRENCEVILLE, NEW JERSEY, July 24. Rider College Train & Railroadiana Show in the Student Union Building at Rider College 10am-3pm. Adults $3, kids under 12 free. Contact: Herm Lotstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

HEMPSTEAD, NEW YORK, July 31. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free with adult. Contact: Ernie Knudsen, 220 Trouville Road, Copiague, NY 11726; 516/691-7628 or 775-4801.

FAYETTEVILLE, NORTH CAROLINA, August 6-7. Eastern North Carolina Toy, Train & Hobby Show at the Cumberland County Agro-Expo Center. Saturday 9am-6pm, Sunday noon-5pm. Daily admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

ELMONT, NEW YORK, August 7. St. Vincent DePaul Parish Train Meet at the St. Vincent DePaul School auditorium 10am-4pm. Adults $3.50, kids under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/486-6658 or 516/352-2127.

PADUCAH, KENTUCKY, August 13. Illinois Central Historical Society's Ninth Annual Railroadiana Show & Sale at the Executive Inn Riverfront, One Executive Boulevard, 10am-4pm. Free admission. Contact (SASE please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

AMITYVILLE, NEW YORK, August 14. Suffolk Nationals Train Meet at American Legion Hall, 1015 Park Ave. 9am-1pm. Admission $3, kids under 12 free. Contact: Ernie Knudsen, 220 Trouville Road, Copiague, NY 11276; 516/691-7628.

ATLANTA, GEORGIA, August 20. Southeastern Railroadiana Collector's Eleventh Annual Railroadiana and Model Train Sale & Trade Show at the Georgia International Convention and Trade Center 9am-4pm. Admission $3, kids 12 and under free. Tables $20. Contact (LSSAE please): Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

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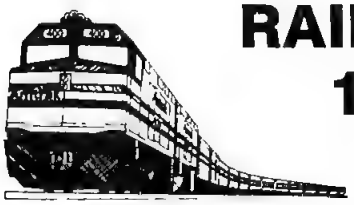

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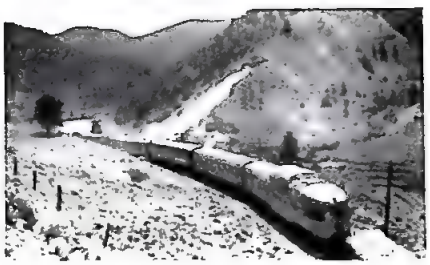

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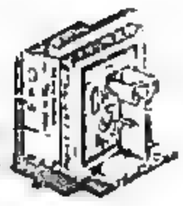

What's New?

The color and variety of first generation diesel and electric motive power on the New Haven Railroad through Connecticut is nicely presented in *New Haven Division, Murray Hill to Cedar Hill* by Allan Sherry. This 96-page 8½"×11" softcover features 20 color and over 240 black & white photos of vintage NHRR action under wire. That famous stretch between New York City and New Haven saw diesels from Alco FAs and FM C-Liners to a horde of FL9s and electrics from awkward boxcabs to the sleek "Jets," and the publisher states that none of the photos have been previously published. The book is an attractive blend of action and roster photos, all rather well done with very good reproduction. It sells for $15.95 from Parlor Car Enterprises, 288 Carentan Road, Hopatcong, NJ 07843 (N.J. res. add 95¢ tax).

In the June 1988 issue we reviewed several lapel pins offered by Sundance Marketing and stated that their offerings were predominantly of Western orientation. That has all changed. Just as the June issue went to the printer, Sundance announced several Midwestern and Eastern roads including the IC, N&W, Frisco, C&NW, NKP, Reading, D&H, Soo Line, PRR, Erie, B&O, WM, DT&I and more. The pins are of excellent quality and should last a lifetime. They sell for $4.00 each, plus $1.00 per order postage from Sundance Marketing, P.O. Box 4957, Portland, OR 97208. A complete list is available by sending a self-addressed stamped envelope. Custom pins are also offered at reasonable prices.

A new publication called *Steam Digest* has hit the market. Geared to the follower of contemporary steam happenings, "The magazine of operating Steam Locomotives," published its first issue with a cover date of April 1988. Its goal is to keep up with today's steam news, and its 16-page news-and-photos format permits a rapid production schedule to keep the information as current as possible. Editor and Publisher Tom Schultz is a dedicated steam photographer and well-traveled railfan. *Steam Digest* is published monthly and is available through subscription only; each copy is sent First Class mail. The price is $22.00 per year from *Steam Digest*, P.O. Box 811009, Chicago, IL 60681-1009.

This month two publishers have reprinted well-known research books. First, Wayner Publications now has back in stock two of its more popular and useful titles. *Diesel Locomotive Rosters* is a 184-page 8½"×11" softcover containing diesel rosters from *Railroad* Magazine through June 1973. In addition to tabular all-time diesel rosters of the premerger era railroads (all ending before 1973, however) there are very useful short line rosters listed by state. Over 484 railroads are covered in all. This is a research tool no active railfan should be without. This book sells for $16.95 from Wayner Publications, Box 871, Ansonia Station, New York, NY 10023.

Also reprinted by Wayner is their *Timetable Treasury*, an 8½"×11" softcover containing 170 pages of timetables, consists, advertisements and menus of famous North American trains from the 1920s to the 1970s. It is similar in format to Wayner's other books and should prove handy to any glory era passenger train buff. Page after page the timetables are reproduced, complete with the stylized printing and artwork intact, setting this book apart from some of the others. The printing is very good. It sells for $8.75 from Wayner Publications at the above address.

Delta Publications has reprinted the two volumes of their *Centennial Treasury of General Electric Locomotives*, originally produced in 1981. Volume I covers electric locomotives, and Volume II covers the diesels. Both are 136-page 8½"×11" softcover black & white pictorials offering predominantly builder's photos of each model discussed. Volume I features over 300 photos of early freight motors, boxcabs, doodlebugs, interurbans, m.u. cars, GG1s, E44s, E60s, "Little Joes," and more. Volume II, with over 400 photos, begins with the little industrials, works up to the popular 44 and 70-tonners and follows through to the familiar "U-

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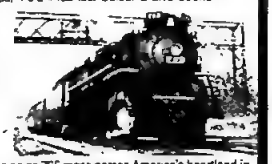

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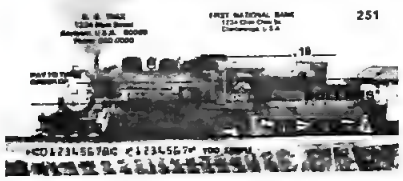

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boats" of the early 1980s. Each volume sells for $25.00, and both are available from Delta Books, P.O. Box 177, Alburg, VT 05440.

Product Reviews

Rail History Prints is offering a full color lithograph of the painting *"North Platte Canteen"* by Union Pacific public relations executive John Bromley. Started by the townspeople of North Platte in 1941 just ten days after Pearl Harbor, the North Platte "Canteen" provided a refreshment stop for soldiers passing through on troop trains which usually had long stops to change power and crews. Staffed by volunteer women and operated from a lunchroom made available in the depot by the UP, by the end of the war the North Platte Canteen had served over 6 million servicemen, averaging about 5,000 per day. Bromley recreates a common Canteen scene on a snowy winter night as one train, powered by a UP 4-8-2, pauses at the depot while a second is readying to depart on a far track. The platform is lightly populated with sailors and a trainman or two. His excellent perception of reflected light really shows in this work, chosen as the UP's official 1987 Christmas Card. The lithograph measures 15¾"×23½" with a ¾" white border on the top and sides and 1½" at the bottom. The reproduction is excellent, printed on coated paper stock with a light woven finish. The first 250 prints are signed and numbered and sell for $29.95, while the "production" prints are $19.95 postpaid from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.

Artist Bob Karsten is continuing his series of paintings of Southern railroading with another Central of Georgia subject (his trio of CofG RS3s was reviewed in the May '87 R&R). *"Georgia Thoroughbreds"* depicts the spring of 1952 as a handsome E7-powered *Nancy Hanks II* drifts from under the coaling tower into the depot at Millen, Georgia. Behind the depot idles a GP7 on the *Little Nancy* connection from Augusta. From the

details of the scene and train, the typically Georgia sky and the weed-grown track covered with wildflowers to the pickup truck on the muddy red clay road, Karsten demonstrates his skill in observation and rendering. The scene really has the flavor of Millen, and the diesels are in full CofG blue/black/gray/orange livery. Bob pays close attention to details, and his perspective is flawless. *"Georgia Thoroughbreds"* is excellently reproduced on 100-pound, neutral pH, coated paper stock. The image size is a large 21"×32" with a one-inch white border on the top and sides and two inches at the bottom. The signed and numbered artist's proofs are already sold out, but the rest of the limited run prints are available at $45.00 each postpaid each. The are shipped flat from the TrainMaster of Montgomery, 3641 Debby Drive, Montgomery, AL 36111; (Charles Britton, 205/288-5545).

Traction Publications — by Joe L. Diaz

TRAMWAYS OF SYDNEY, by David R. Keenan, is an 88-page 8½"×11" softcover describing in great detail the equipment, routes and operation of the street railway system of Sydney, Australia, which closed completely in February 1961. Through this fine book we can see it all as it was. The more than 100 photographs depict the operation of cars from the earliest through to the final days. The majority of the generally interesting photos are day-to-day operational scenes.

There are four exceptional full-page maps of the routes and trackage. They are accompanied by a detailed list of the services and routes through the years. Included with examples of tickets is an outstanding four-page "pull-out" of the destination signs in color. There is also a detailed listing of the rolling stock and its operation. The tramway depots and carhouses are explained, followed by a brief outline of the fares and finances. There is much to enjoy here. It is available for $12.00 postpaid from The Map Factory, P.O. Box 3484, Los Angeles, CA 90078.

Book Reviews

West of the Great Divide, An Illustrated History of the Canadian Pacific Railway in British Columbia 1880-1986, by Robert D. Turner, published by Sono Nis Press, 1745 Blanshard St., Victoria, BC V8W 2J8. 336 8½"×11" pages, hardcover, $31.50 (U.S.) and $39.95 (Canadian).

Here is an illustrated history of the Canadian Pacific Railway in British Columbia from 1880 to 1986, providing fascinating overall coverage of the CPR in one of the most scenic regions in North America. While there have been numerous books focusing on specific aspects of the CPR in British Columbia, this is the first treatment of the subject on a broad scope. The author has undertaken a very ambitious task with success.

Robert Turner has presented his work in five chapters chronologically: original construction, expansion, competition with the Great Northern, modern steam era and dieselization and modern transformation. The work is evenly balanced giving good coverage. The detailed text is well researched and written. and the level of accuracy appears high. All references are meticulously documented.

Certainly the outstanding photos alone make this book a must, with plenty of excellent "railfan" action photos as well as historic views. Included are 22 color and 462 excellent black & white photos, many of which have never before been published. I did feel, however, that some of them should have been larger in size. The well-captioned photos illus-

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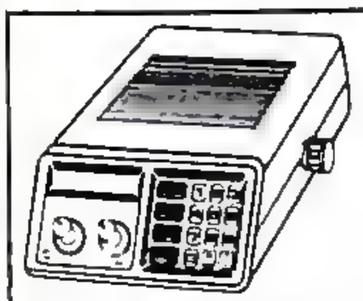

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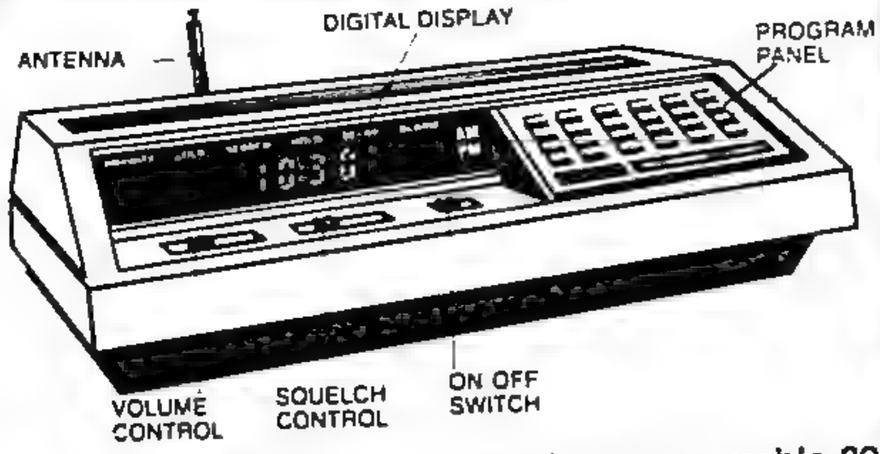

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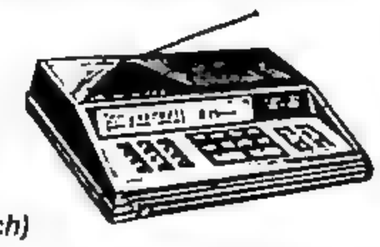

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trate construction, bridges, steam, snow, operation, passenger service, diesels, sternwheelers, structures and towns. Fifteen well drawn maps are also provided, and the bibliography lists 148 books and references used by the author.

I was fascinated to learn that the CPR inherited a narrow-gauge rotary snow plow, originally Rio Grande No.1; after conversion to standard gauge, it operated on the Kettle Valley Division. Also enlightening was the fact that the GN operated L-Class 2-6-6-2 articulateds on coal trains in competition with the CPR in the Crowsnest Pass area—one of the few regions in Canada that saw the use of Mallet locomotives. There are also descriptions of the Kettle Valley Division with all its circuitous branch lines, the unit coal train operations and, currently under construction, the nine-mile Mount Macdonald Tunnel. Bob Turner displays his many talents in this book, from writing to photography and even rendering the attractive dust jacket painting. His book will be enjoyed by historians and enthusiasts alike—JOHN RIDDELL.

The Southern Pacific in Oregon, by Ed Austin and Tom Dill, published by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020, 322 8¼"×11" pages, hardcover, $47.50.

Oregon has always been a dumping ground for the Southern Pacific and has afforded railfans a fascinating compilation of system leftovers and has-beens combined with numerous branch lines, two main lines, helper districts, a genuine full-fledged hump yard and some of the most gorgeous scenery in the Pacific Northwest.

Take your pick of motive power; when it was tired or replaced by newer and better but still had a few usable miles left on it, the SP would send it to Oregon. That's what happened with the worn-out 2-8-8-2 Cab-Forwards when they were muscled aside by newer 4-8-8-2s in the Sierra. So assigned were the equally elderly 4-6-6-2s, numerous Twelve-Wheelers and ancient 4-6-2s—with many of the oldest managing to hang on until the late 1940s and some of the antiquated 4-8-0s managing to work until the 1950s.

The same philosophy applied to diesel motive power. Klamath Falls, Medford, Eugene, Portland and in between vibrated to the echo of 567 prime movers enshrined in F-unit carbodies when they were banned from the rest of the system. The Baldwin switchers and roadswitchers, save for a handful holding out in Los Angeles, pretty much ended their days in Oregon. Anything that couldn't be fixed and nobody wanted around anymore always seemed to wind up in Eugene. And SP did just that with Alco C628s and C630s, Sulzer re-engined U25Bs, the three orphan Alco "Alligators," pooped-out GE 70-tonners and even the last of the wooden cabooses.

But it wasn't just motive power and freight cars. Wood pile trestles, semaphores and stations were still open and operating while the rest of the railroad was getting in step with new technology. SP's lines in Oregon just continued working as they had done for over a century. Even the maintenance-of-way equipment seemed to be older than similar stuff elsewhere. How could a railfan complain?

Authors Austin and Dill have preserved that type of atmosphere in their nicely done effort to explore a Southern Pacific that not too many outsiders have seen. Besides competently explaining both past and present main line operations, the pair avidly hit the real charm of Northwestern railroading, the dozens of branch lines which mostly produced or devoured lumber products. These lines with trestles and Baldwins could charm any rail photographer with their overwhelmingly rustic appearance.

What sets this book apart from the rest is a profusion of maps. Maps everywhere. Detail maps, inset maps, overall maps, maps as the system grew, maps as the system shrunk. When the authors talk about a specific branch, the uninitiated reader doesn't have to scurry back to some other page trying to figure out where it is; there's a nicely done detail map inked by veteran John Signor showing the route and cities along the way. And for those who are really into maps, a foldout of the road's mammoth Eugene Yard complex is included.

To make this effort complete, photos abound in both quality and quantity. From the very beginning through steam and diesel to the present, showing both heavy duty main line and spindly smaller stuff, good photos are there to illustrate and educate. If there is a complaint at all, it is that a few photos seem a little crooked. The large number of clean, interesting and first-time-published photos are so numerous that the leaners and tilters seem to stand out that much more. Text-wise, save the misidentifying of a few diesel models, the authors seem to know what they are talking about, explaining both history and current operations in a clear, concise manner.

"The Southern Pacific in Oregon" is a fine example of how to take one state and one railroad and attractively present it to the rest of the world—DAVID C. LUSTIG.

The Great Northern Railway—A History, by Ralph W. Hidy, Muriel E. Hidy and Roy V. Scott with Don L. Hofsommer, published by the Harvard Business School Press, Harvard Business School, Boston, MA 02163; 384 8½"×11" pages, hardcover, $49.95.

What is your impression of a typical railroad history book? Countless pages filled with boring fine print about stock tradings, U.S. industrialization and Federal land grants along with generic company photos? If so, this book will certainly surprise you. It not only covers the unique story of the Great Northern Railway in an entertaining and educational fashion, it also comes at a time when GN successor Burlington Northern is making great strides to dismantle the railroad empire Jim Hill fought to create. At first glance, this book is a real work of publishing art, with type, graphics and layout

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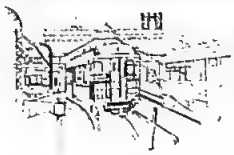

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comparable to the finest illustrated encyclopedias and college textbooks. Each of its 35 chapters are broken into smaller segments with individual subheadings. The copy is easy to read, and the writing is intelligently done. There are plenty of footnotes which refer to sources and additional information in the bibliography. Other extras include a chart showing the ruling grades on the Great Northern and Northern Pacific main lines (for comparison) between Minneapolis and Seattle, a year-by-year account of trackage laid and removed from 1862 to 1969, and numerous other tables showing, among other things, annual tonnage, revenue, employment and wage figures. Among the 18 maps in this book (several are by John Signor) are some truly interesting ones showing: the line change between Spotted Robe and Triple Divide, Montana in the mid-1940s (no precise date is given) which eliminated seven curves on Marias Pass; the construction of GN's two major realignments over the Cascade Range, including both Cascade Tunnels; expansion into California via the Oregon Trunk and Inside Gateway; trackage in Minnesota's Messabe Range as of 1916; and enough grade profiles to prove that GN possessed the easiest route between Puget Sound and the Great Lakes region.

Although there are only three color photos (GP30s/GP35s, all in orange and green), there are plenty of nicely-reproduced black & white photos, primarily action and scenic views of big steam and first generation diesels. I particularly liked the sharp company photos of GN's "modern" UNIVAC-I computer system installed in 1951 to handle financial records; mile-long oil tank trains which GN ran from Laurel, Montana, to Seattle during World War II; the unveiling of the bronze statue of John Stevens at Summit, Montana; and the scene at GN's Pier 89 in Seattle with the *Oriental Limited* steaming past the company's ocean liners *Minnesota* and *Dakota*.

The foreword by Alfred Chandler, Jr., president of the Business History Foundation, sums up the monumental scope of this book's production. As Mr. Chandler tells it, the Great Northern Railway and the Business History Foundation commissioned Professor Ralph Hidy and his wife Muriel more than 30 years ago to write a history of the GN. The railroad donated funds and opened its archives to the Hidys, who completed their two-volume work in the late 1960s. But everyone agreed it was "too detailed and too specialized" for the average reader, so the Hidys started on a condensed single volume. Co-author Roy Scott joined in prior to Ralph Hidy's death in 1977, and Muriel Hidy and Roy Scott continued the work until 1985, when Mrs. Hidy died from an on- going heart condition. By then the Burlington Northern had already chosen noted rail historian Don Hofsommer to complete the task begun by the Hidys, and it is Mr. Hofsommer's final touches which make *The Great Northern Railway—A History* so appropriate for contemporary readers.

I intend to use this book as a chief source of information for upcoming feature articles. In contains some remarkable facts which I have never come across in other books. Did you know that the Spokane, Portland & Seattle Railway did not formally join the GN/NP/CB&Q merger into Burlington Northern on March 3, 1970? (The SP&S was leased by BN until certain tax matters were taken care of.) Why did GN tell an industrial design firm they had "absolutely no sacred cows, or goats, to consider?" There is so much to learn about the Great Northern Railway from this book that anyone with an interest in the GN or its continuation through the BN ought to add it to their personal library—BRUCE KELLY.

Camera Bag

BY JIM BOYD

Something Old, Something New

If I follow through on that title, the next line should have something to do with leased power on Conrail. But that's not quite the case. It has something to do with *Metroliners* on Amtrak and taking a fresh look at things that may seem all too familiar.

A common problem in railfanning around northern New Jersey—and, I suspect, in most places—is that finding rail action to photograph takes a little advance planning and initiative (read, getting out of bed before noon). Many a pleasant Saturday has been wasted because I was too slow in getting started, and by the time I got my act together the day was too far along to get to Allentown or Binghamton or other center of "guaranteed" activity (the Susquehanna stack trains are right in the neighborhood, but they are hard to predict and seldom run at convenient times, requiring the aforementioned "advance planning and initiative"). Of course, only an hour away is Amtrak's electrified Northeast Corridor, but that's pretty much "old hat."

At the April meeting of the Tri-State Chapter NRHS, Bruce Van Sant (author of the "Tumbler to Tidewater" feature on the British Columbia electrics in our May 1988 issue) presented his tape/slide program "Under the Wires," focusing on action on the Northeast Corridor beginning about 1976. Having railfanned the Corridor throughout that era, I regarded the period as one of the least attractive one could imagine: GG1s and E44s and even E-units in wretched variations of Penn Central bankruptcy black and Amtrak in a period of transition and confusion. I had seen it, sampled it and turned away from it. Why bother?

Why, indeed? Van Sant had taken the electrified Corridor to heart and tried to capture its "Big Time Railroading" vitality. He succeeded wonderfully. His slide show put a whole new face on a familiar subject. I had seen an earlier version of Bruce's same slide show a few years ago at a Philadelphia NRHS Chapter meeting and was very impressed then, but it didn't hit me as hard at

the time as it did in 1988--perhaps because GG1s and E44s were still around when I saw the Philly presentation.

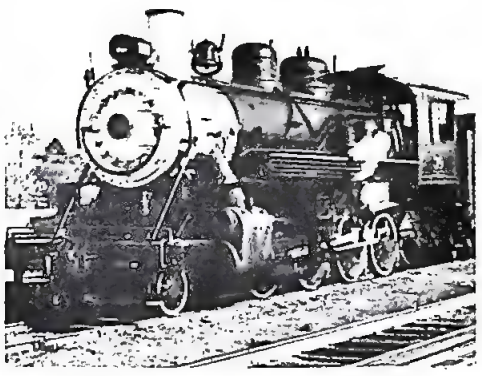
With telephoto views and unusual lighting conditions, including night work, Bruce gave me a fresh look at the Northeast Corridor. I already have in my slide boxes action and scenic views of Penn Central and early Conrail electric freight action and the Amtrak "GG1 era," which I will someday dig out and regard as "neat" instead of "drab." A set of black E44s would be a welcome addition today, but the intensity of the Corridor railroading is an attraction in its own right. When we needed a cover photo to go with Dan Cupper's "Keystone Service" feature in this issue, it was Van Sant's program that stirred me to spend a day lineside between Harrisburg and Philly.

And I discovered that something had changed. I used to hate *Metroliners*. To my eye they were not particularly attractive and they occupied timetable slots that should have gone to GG1s. Today's AEM7s and Amfleet consists are much more interesting than the round-ended m.u. cars. But now that the GG1s are gone and the *Metroliners*-cum-*Capital Liners* are becoming an endangered species, they are suddenly very interesting and desired subjects. When we were set up at Whitford (page 43) waiting for Keystone 612, the cheer "Pay dirt!" went up when the push-pull *Metroliner*/F40 set appeared beneath the bridge. My much-maligned *Metroliners* will never seem quite the same again.

A couple of days after our Sunday on the Keystone Corridor, I was at a dinner meeting that featured a slide show by George Hiotis, one of the finest railfan photographers in the Northeast. After the expectedly-spectacular views of the Santa Fe in the desert and CPR in the Canadian Rockies, George wrapped up his show with a look at railroading around New York City. Using the same telephoto techniques that had been used on Santa Fe U-boats and VIA F9s, George captured the urban crush of FL9s in Harlem and E60s on Hell Gate Bridge. Again, a fresh look at some familiar subjects. While I have not previously ignored the action in the City, I will certainly make a more concerted effort to get over there this summer, thanks to George's slide show.

The two slide shows brought home one other thought to me. I have really been overlooking the E60s. Amtrak has rebuilt most of theirs, and they are now looking quite sharp, and NJ Transit has an interesting fleet of them working into South Amboy in place of the dearly-departed GG1s. It's time to give the E60s their due.

So what does all of this have to do with CAMERA BAG? Our photography needs a subject, and sometimes we overlook obvious subjects because they're too close or too familiar. We become accustomed to looking at things in a certain way and often need to be shaken up a bit. Bob Olmsted did this to me many years ago with one of his first books on the CB&Q; he gave me a new way of looking at an old subject, and my photography improved a little bit after the experience. The Van Sant and Hiotis slide shows just did it again, and this summer I'm going out after E60s and action around New York—and I'm going to make more use of my new tele/zoom. If you have a railfan slide group or NRHS chapter in your area, attend and see what others are doing. You, too, may see old things in new ways.



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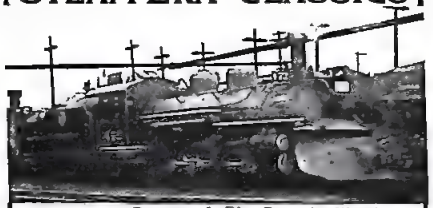

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BY MIKE DEL VECCHIO

New Arrivals

"San Juan Freight Special," by Madame Woo Video, 2257 East 3205 South, Salt Lake City, UT 84109, covers a 120-mile two-day special narrow gauge freight train from Chama to Antonito and back over the Cumbres & Toltec Scenic Railroad in September 1987. K36 2-8-2 489 powered the twelve-car freight and caboose conveying a near timeless image on Cumbres Pass, Windy Point, Lobato Trestle and more. The Madame Woo crew uses broadcast quality recording and editing equipment, and their work has appeared in many television productions and soundtracks. 60 minutes, $39.95.

Berkshire Productions, P.O. Box 575, Brunswick, OH 44212, has released a couple of new tapes continuing two different series of Berkshire programs. **"Montage Series, Volume 3,"** is done much in the same format as "Volume 1 & 2" (see December 1987 VIDEOS, using a "6 O'clock News" format to bring the viewer railnews stories from around the country. In this program there is debut footage of N&W's 2-6-6-4 1218 and Altoona's PRR K4 4-6-2 1361, a ride on the scenic Gettysburg Railroad behind ex-Mississippian 2-8-0 76, the reopening of northwestern Pennsylvania's massive Kinzua Viaduct now crossed regularly by ex-Huntingdon & Broad Top Mountain 2-8-0 38, fall foliage in the New River Gorge with excursions using NKP 2-6-4 765 and Norfolk Southern's now-retired green and gold FP7s in 1987, a visit to Steamtown in Scranton for a typical operating day and Blue Mountain & Reading's two Tuscan-red E8s crossing famous Rockville Bridge and Horseshoe Curve followed by footage of one of BM&R's famous Railfan Weekends finishing off the program. The "Montage Series" are professionally done programs which provide great variety for the money. Berkshire Productions has lowered to price of the "Montage Series" to $39.95 per tape, any two for $69.95 and all three for $89.95. Running time on Volume 3 is 60 minutes.

"The Awesome A, Part 2," also by Berkshire Productions is the second tape in the "Awesome A" series (Volume 1 was looked at in the November 1987 VIDEOS). Volume 2 continues coverage of N&W 2-6-6-4 1218's 1987 season with trips west of Kenova, West Virginia, to Columbus, Ohio, and runs originating in Bellevue and Toledo, Ohio. Shown are over 49 runbys with side-by-side pacing and aerial footage. It's a lot of action for the money with 59 minutes for $27.95.

"Street Cars of Toronto," by GPS Video, Box 5895, Postal Station "A," Toronto, Ontario, Canada M5W 1P3, tells two separate traction stories. First, vintage colour, black & white and archival TTC footage from the 1930s make up this 30-minute segment dedicated to the Brill Peter Witt cars of the Bay Street Route, including a ride over the line in 1942. The following 30 minutes recalls the North Yonge Line through the eyes of former motorman Charles Rathbone. Also shown is present day footage of the restoration of Radial Car 416 at Ontario's Rockwood Trolley Museum, including its first run since 1948. 60 minutes, $49.98 (U.S.) postpaid.

Feature Reviews

"The Canadian," by Rail Innovations, 55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2. VHS or Beta, VISA accepted, Ontario residents add 7% sales tax. 26 minutes, $39.95.

Once upon a time before there was nationalized passenger service, there existed the pride of every major railroad on which its honor rode: its premier passenger train. Almost any person, enthusiast or not, knew their unforgettable names: *Super Chief*, the *Broadway*, the *Hiawatha* or the *Twentieth Century Limited*. Each exuded what was the management's opinion of the best of taste, class and the highest standard of rail travel. For the Canadian Pacific, that meant the *Canadian*.

This documentary film produced by the CPR in 1955 shows the general public the intricate care and work that went into creating this rolling hotel on wheels. After showing everything from the reclining seats to footrests and the classy appointments, it takes the viewer on a scenic excursion from Montreal to Vancouver and shows just how much fun it could be.

For the hardcore, there are spectacular scenic views of A-B-B CP F-units (in maroon and gray with beaver-boards) and their Budd stainless steel train gliding past *National Geographic* type scenery. There are plenty of lineside shots and views of the train from the train. As a document showing what railroad passenger service was really like before VIA and Amtrak, this is a classic.

"The Canadian" was a professionally-done public relations effort on the part of the railroad, and that 26-minute length seems to fit perfectly into a half-hour television format. The transfer is clean and well executed. "The Canadian" is the perfect answer to anyone, railfan or not, who asks the question, "Was there life before Amtrak and VIA?"—DAVID C. LUSTIG.

"Videos Shot From the Engine Cab" is a series of tapes produced by Railroad Video, 281 Willow Dale Lane, Leola, PA 17540; 717/656-8733, VHS or Beta, VISA and MasterCard accepted.

Walter Berko, owner of Railroad Video, is creating his own little niche in the railfan video field: cab rides over some of America's most famous pieces of railroad. He began with New Jersey Transit GG1s on the New York & Long Branch commuter line and expanded his coverage coast to coast. We viewed a number of these productions and have chosen for review two trips on two lines with very different topography and operating procedures: the westbound *California Zephyr* from Denver to Grand Junction, Colorado, and the eastbound *Broadway Limited* from Philadelphia to New York.

Despite the vast difference in subject matter, the tapes are similar in format. The camera is mounted on a tripod in the cab to tape the entire trip. That's right, the *entire* trip, showing virtually every foot of the run. Narration is done by the photographer as the trip progresses, giving the engine and train numbers at the beginning and then pointing out

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significant places along the line or casually discussing signals and operating rules with the engineer *du jour*. For example, the *Zephyr* got a stop signal at the BN diamond leaving Denver Union Station. The engineer briefly explained what was happening as a trainman reset the signal. Informative radio chatter is also heard. There are very brief glimpses of the engineer, and the camera occasionally does swing slightly to the left or right as something important passes, but for the most part the view never leaves sight of the track and stays at a "normal lens" focal length with little or no zooming. As far as editing goes, there almost isn't any. When the train is moving, the entire trip is shown; when the train is standing still for any reason, the pause is usually shortened.

I have never ridden the D&RGW west of Denver, and the video trip was even more scenically spectacular than I though it would be. Once into the Front Range, the track almost constantly curves with plenty of bridges and tunnels. The rivers and snow covered mountains are beautiful. The picture is almost always framed with the hood of the F40 making up the lower edge of the screen.

The eastbound trip out of Philadelphia is equally interesting. Although taken during mid-day when traffic is not as dense as an evening rush, the viewer still gets a feeling for this busy world-class passenger corridor. Trains do run at 120 m.p.h., and most of us will never get the opportunity for a cab ride first hand. I am very familiar with this line between Iselin, N.J., and the Hackensack River drawbridge at Portal Tower (a few miles west of the tunnel into New York's Penn Station) and did enjoy seeing it from the cab at track speed.

The tapes are moderately priced and the video quality is quite good. The Philadelphia to New York trip runs 90 minutes and sells for $39.95. Four separate tapes make up the Denver to Grand Junction program (I did say the entire trip). Parts 1 and 2 run 90 minutes each and sell for $39.95 each. Parts 3 and 4 run 115 minutes each and sell for $49.95 each. The set of four is offered for $129.95. Many other video programs are offered: South Amboy to New York City from an N.J. Transit GG1 ($33.45); Glacier Park to Havre, Montana, from an Amtrak F40 (two 115-minute tapes, each $49.95); Chicago to Valparaiso, Ind., from an Amtrak F40 (85 minutes, $39.95); and many more. A complete catalogue is available free if you send a stamped, self-addressed envelope to the address above.

From an entertainment standpoint, these are not masterpieces of videography. In fact, since the entire runs are documented in real time, some portions are downright boring. However, they are historical documents of what these lines are like today and will surely increase in value as the railroads go through the inevitable evolutionary changes. I only wish Walter Berko had been in the cab of a Lackawanna E8 on the *Phoebe Snow* between Hoboken and Buffalo in the 1950s—

M.D.

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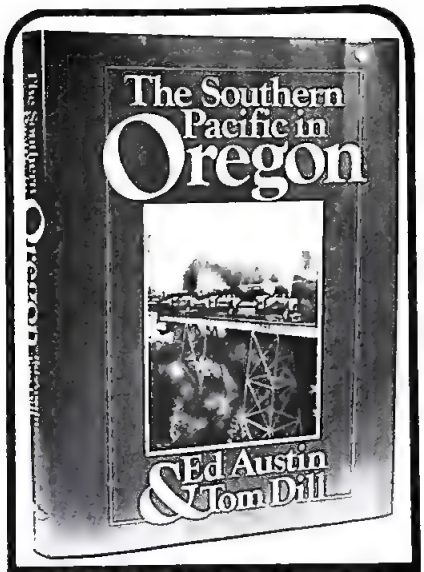

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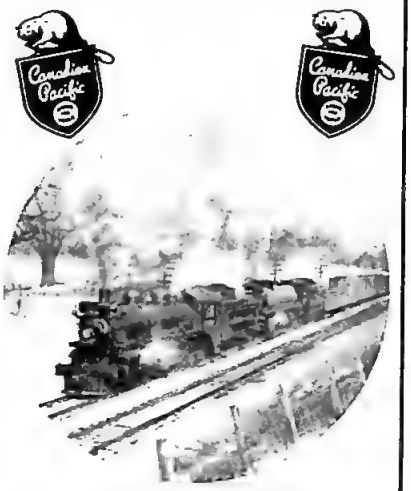

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Transit Currents

CM&W bankruptcy to

A number of serious financial events occurred in April 1988 that threatened the commuter passenger service offered by the Northern Indiana Commuter Transportation District (NICTD) through a contract with the Chicago South Shore & South Bend Railroad. The South Shore is owned by the Venango River Corporation, a holding company which on April 28, 1987, purchased from the Illinois Central Gulf the trackage which became the Chicago Missouri & Western Railroad. The CM&W is comprised of the former-GM&O main line from Joliet to St. Louis and the GM&O secondary main from Roodhouse, Illinois, to Kansas City. Venango paid $81 million to the ICG for the CM&W and then borrowed additional money to rollover the loan that Venango had obtained earlier to purchase the South Shore. In total, the arrangement called for a loan of approximately $131 million to Venango, with the main lender being Citicorp.

From the outset, the volume of traffic on the CM&W did not pan out well. By the summer of 1987 CM&W faced financial difficulty. The NICTD management and board became alarmed that problems on the CM&W might somehow drag the South Shore down and thus threaten the smooth and continuing operation of the commuter service.

The nightmare came true. On April 1, 1988, the CM&W declared bankruptcy under Section 11 of the bankruptcy act. Venango asserted that they had been unable to make the principal and interest payments to the lenders, but that otherwise the CM&W railroad was in decent shape. They also claimed that they had kept the South Shore separate from the CM&W bankruptcy. At the same time NICTD discovered that the South Shore owed interline payments to the Missouri Pacific, Norfolk Southern and ICG, perhaps as much as $2 million in obligation. The failure to make interline payments is a very serious matter in the railroad business. South Shore also claimed there were $4 million in receivables from CM&W that they would not be able to collect. However, South Shore had also guaranteed $4 million dollars of the CM&W loan.

Meanwhile, the contract between the Northern Indiana Commuter Transportation District, Metra (the Commuter Rail Division of the Northeastern Illinois Regional Transportation Authority) and the South Shore Railroad had been in negotiation for many months. After several extensions of the 1987 contract, an agreement was finally reached in the middle of April, and the contract was to be signed by the 15th.

On the night of April 14, the NICTD general manager was informed by an attorney working for the Venango River Corporation that the Missouri Pacific had gone to a federal magistrate in Chicago and that the magistrate had ordered that all assets and bank accounts of the South Shore Railroad be frozen until $1.2 million in interline settlements was paid to the Missouri Pacific. An additional serious factor was that April 15 was payday on the South Shore and the employees could not be paid because of the freeze of assets. NICTD and Metra worked with the magistrate to see that the passenger service continued over the weekend and tried to take steps to see that South Shore's assets were unfrozen sufficiently so that the payroll could be met.

The South Shore and Missouri Pacific reached an agreement over the weekend of April 16-17, and the freeze of assets was lifted. The NICTD commuter service was out of danger as the employees were able to cash their paychecks. The South Shore is not out of the woods, and bankruptcy is expected soon, especially after NICTD found the South Shore had failed to make the January and February trackage rights payments to use the Metra Electric trackage from Kensington to Randolph Street. NICTD also audited the South Shore billings for 1987 and found that the railroad, in effect, owed NICTD money.

NICTD has started to make arrangements to buy the South Shore. The lenders to Venango, who may lose up to $100 million on the CM&W fiasco, will doubtless work to get what they can from Venango assets. NICTD will probably work up front with a privately-owned freight railroad to operate the freight service. It is probable that NICTD will contract with Metra, Amtrak or some other proven organization to operate the commuter service. With luck the passengers should face no problems of cessation of service. Indeed, service should begin to improve slowly when NICTD begins to purchase additional rolling stock.

On the Embarcadero

The Inside Track of the Market Street Railway Company reports that the 1987 San Francisco Trolley Festival was a great success. This is the last year for a while that the historic cars will be able to operate on Market Street. Track renewal will make it impossible to run the cars on the surface of that thoroughfare until probably 1989 at the earliest. Over on the Embarcadero, the test service along the old State Belt freight tracks was an enormous success; at times so much money was jammed in the fareboxes that the cars had to be taken out of service until the boxes could be emptied. Each of the two cars used in the service towed a trailer with an electrical generator upon it. That may be the way that the historic cars will have to operate in the summer of 1988. The line links the Embarcadero Center near the historic Ferry Building and Pier 39 along the Embarcadero in the Fisherman's Wharf area.

It looks more and more like the F line extension through to Fisherman's Wharf will become a reality. There were eleven different possible routes through the wharf area and two possible alternatives that seem most practical. One of these features a single-track exclusive right-of-way outbound on Jefferson

BY GEORGE M. SMERK

affect South Shore?

Street past the fishing fleet in the heart of the wharf to Leavenworth, where the terminal would be located in front of the cannery. Return would be along an exclusive right-of-way on Beach. Another top option is exclusive double-track right-of-way on Jefferson to Taylor and then two-directional single track on an exclusive right-of-way along the Jefferson's north curb to Hyde Street. Hyde Street, of course, is where the Hyde Street cable line has its turntable. Perhaps a dark horse will be a clockwise single-track loop west of Jefferson, north on Taylor in front of the famed restaurant row, and then back east along the Embarcadero.

LIRR Ronkonkoma electrification

When the Long Island Rail Road extended its third rail electrified service to Ronkonkoma, it expected ridership to creep up slowly. But after only a week of all-electric operation, 2000 additional riders were using the line. The initial expectation for the entire year of 1988 was that the electrified service, which became fully operational on January 15, 1988, would attract about 4000 additional riders per day by the end of the year. Average daily ridership went from 6830 in the morning rush hour up to 8950 riders in just one week. The 6:40 a.m. train, which has only 1200 seats, was carrying 1590 passengers. The major reason is that the electrified service has cut the average travel time to New York from 97 minutes to 71 minutes and has eliminated the need to change at Jamaica from a diesel-powered train to an electric train.

Joe McMahon sent news that by the end of January the railroad was already putting extra cars on its trains. For example, the train from Farmingdale at 7:00 a.m. will have twelve instead of ten cars; the Ronkonkoma train originating at 7:02 a.m. will also have twelve rather than ten cars. The railroad will possibly add additional cars to the 6:10 and 6:30 trains.

What's happening on Long Island is not an isolated phenomenon insofar as commuter railroads are concerned. Slowly, but very certainly, ridership seems to be increasing, and more cars and more service are needed in many places. This is, in large part, a reflection of the substantial expansion of population beyond the old suburbs. Highways in the outlying areas are becoming increasingly crowded as gridlock threatens the suburbs. Parking facilities are filled up with cars from people who live five or ten miles from the station, or even much further. The 1990s are likely to see a major increase in commuter rail service, if not some brand new rail commuter lines.

Florida commuter rail

There is much more recent interest in commuter rail service than might have been expected just a shot time ago. To some extent, the attention paid to new and expanded light rail transit has overshadowed the new commuter lines that are in the process of being developed. The summer of 1988 should see a new commuter rail service in the Miami, Florida, area. Dade, Broward and Palm Beach County motorists will find they have an alternate means of travel while Interstate 95 is being rebuilt over the next several years.

Led by Bill Howard, formerly of GO Transit in the Toronto area, the Tri-County commuter rail organization will provide service between a station near the Miami International Airport to West Palm Beach. Eighteen bilevel cars similar to those used by GO Transit are under construction. Five "F40PHL" locomotives for the trains (see color photo on page 10 of the June '88 R&R) are being built from GP40s and F45s by Morrison-Knudsen of Boise, Idaho, and the first were delivered in March 1988. The CSX former-SAL tracks between West Palm Beach and Miami will be used by the new commuter service.

There will be bare-bones stations with 400-foot-long covered platforms and adjacent parking lots. Parking is to be free. It is expected that about 14,000 passenger round trips a day will eventually be carried on the line. At thEnt of service there will be four northbound and five southbound trains every weekday. There will be six stations in Palm Beach County, six in Broward County and three in Dade County. The northern terminal will be the Amtrak station in West Palm Beach. The southern terminus at Miami will be close to the International Airport at 36th Street. A new Miami Metrorail rapid transit station at 79th Street near Douglas Road is under construction to provide a transfer point with Metrorail for Tri-County rail users. John E. Hammond was kind enough to send the information.

Queens Quay under way

In September 1987 an early step in the construction of the Toronto Transit Commission's light rail line under Queens Quay on the Toronto harbourfront got under way. Several streets, including Bay Street, were closed off. The Bay Street trolley coach line runs no further south now than Front Street, which is the thoroughfare on the north side of Union Station. Bay Street is in the construction zone of the light rail subway from the underground terminal hard by Union Station to a portal immediately west of the intersection of Bay and Queens Quay.

The 2.13-kilometer line, called the Harbourfront light rail line, is the first completely new streetcar line to be constructed in

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

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Transit Currents

Toronto in more than 60 years and is being built to link the rapidly growing Harbourfront area with the rest of the Toronto rail system. There will be easy underground connections at Union Station with the subway and with GO Transit commuter trains.

For those who wondered how the new Queens Quay line will be tied in with the rest of the Toronto streetcar system, it will be through the west terminal of the Harbourfront line at Spadina Avenue and Queens Quay. The rails and wire on Spadina Avenue have been in place for many years even though regular streetcar service is not offered. The designated link for the Harbourfront line will be between the Spadina loop and King Street via Spadina. Eventually, TTC wants to extend regular Harbourfront service all the way north on Spadina to the Spadina station of the Bloor-Danforth subway.

As already noted, the underground trolley loop at Union Station will be connected to the station and other rail services by an underground tunnel. There will be two stations in the subway portion of the line under Bay Street. One of these will be at Union Station, and the other will be at Bay north of Queens Quay. Along Queens Quay itself there will be four stops: York Street, York Quay, Rees Street and Spadina Avenue. It is expected that the line will be open and ready for service around Christmas of 1989. Refurbished PCC cars will be used to cut down on the cost of the line.

For those who would like to make their way around Toronto more easily or would just like to find some of the wonderful sights, both *Exciting Toronto by TTC* and the *TTC Ride Guide* map are invaluable. If you are interested in obtaining these free publications, write to the Marketing and Customer Services Department, Toronto Transit Commission, 1900 Yonge Street, Toronto, Ontario, Canada M4S 1Z2.

Light rail in Milwaukee?

Improvements in transit for Milwaukee County were considered by the Southeastern Wisconsin Regional Planning Commission. The study on the potential rapid transit improvements for the northern portion of Milwaukee County was started by the Commission in 1984 at the request of the Milwaukee County executive and the Milwaukee County board. Known as the Milwaukee Northwest Corridor Rapid Transit Study, it poses the question of whether express bus or light rail transit would best meet the community development needs as well as the transportation needs of the northern portion of Milwaukee County.

Several bus and rail alternatives were reviewed in the study. No firm decision was made on the light rail facility because of the need for strong support and state and federal funds to help the county in the undertaking. The cutbacks in federal funding have affected this program, as they have several others. Clearly, without the reasonable certainty of significant federal funding, the construction of any high capital cost transit venture in Milwaukee is highly unlikely.

The light rail alternative which was recommended as the best of several would commence from a light rail off-street terminal in downtown Milwaukee just north of East Clybourn Street between North Jackson and North Van Buren Streets. The line would run along North Jackson and North Van Buren Streets, East and West Wisconsin Avenue, North 35th Street, the Soo Line Railroad's North 33rd Street right-of-way and the Wisconsin & Southern Railroad right-of-way. The outer terminal would be near North 60th Street and West Mill Road. If the line was built, there would be an extensive network of express bus routes to feed the light rail line.

Under Section 3 funding of the Urban Mass Transportation Administration the supposedly discretionary funds are usually earmarked by the Congress. More than a billion dollars a year is available in this fund; that is apt to go up somewhat because it is funded by a penny a gallon on the federal gas tax, and gasoline use is steadily rising. With Los Angeles, St. Louis and a few other rail projects already having dibs on the Section 3 money, it will be a little while before Milwaukee will be able to stake a claim.

St. Louis light rail

Congress earmarked $54 million to get the St. Louis light rail line under construction. The 18-mile-long system would run from East St. Louis across the Mississippi River through downtown St. Louis in an existing railway tunnel, flash under the remodeled Union Station, operate through the central west end and Forest Park and terminate in the west of the Lambert International Airport. There would also be a spur on the west end to the McDonnell-Douglas Corporation plant. Thanks to being able to use the value of existing facilities as a match, the total construction cost (which is estimated at $270 million) would be paid for through federal grants.

Because of the use of existing rail rights-of-way, including the crucial tunnel in downtown St. Louis, the light rail line would be cheap to build by contemporary standards. The fact that the rail line goes in just the right places to touch some of the major attractions in the St. Louis area is expected to help guarantee its success. Naysayers claim the light rail line will be a complete flop. The early-on guesstimates are that about 14,000 riders a day will use the line and that it could be up and running by 1992. Keep your eyes on St. Louis. Thanks to Don Hutchinson, Paul Ballard and Brian Cudahy.

New Orleans renovation

The renovation of the St. Charles streetcar line in New Orleans should get under way about the time you read this. Aimed at starting in the spring of 1988, the reconstruction project is now targeted for completion in the summer of 1991. The St. Charles line, the last remaining streetcar line in New Orleans and the oldest continuously operating streetcar line in the world (it dates back to 1835), will see all 13 miles of track replaced. This will include upgrading the track bed, improving the electrical system and renovating the 35 Perley A. Thomas-built 1920s vintage streetcars. The Carrollton car storage and maintenance facility will also be renovated. The work will be carried out under traffic because

the St. Charles line is much more than nostalgia. It moves approximately 22,000 passengers every weekday and about 6.4 million riders a year.

Flashes

Martin Gombert reports that life is not easy for the Southern California Rapid Transit District in **LOS ANGELES**. Newspapers publish articles about loss of money on a free-fare promotion scheme for minorities and the potential of lost inventory because of a defective inventory control scheme. Now the SCRTD has almost lost part of it's Metrorail system. The route of the second leg of Metrorail has had to be changed. Originally it was to travel west along Sunset Boulevard. The numerous recording studios and TV stations on Sunset raised a stereo rumpus saying that construction of the el would damage their equipment. In response to the fuss, the elevated section will be shifted one block north to Hollywood Boulevard. On a happier note, Monday, January 11, saw the first length of track laid, with attendant and deserved hoopla, on the light rail system being constructed between Long Beach and downtown Los Angeles. Thanks to Roger Jenkins.

This column has offered congratulations for several transit anniversaries lately. However, I almost forgot to observe the fifth anniversary of direct operation of commuter rail service in New Jersey by **NJ TRANSIT**. The celebration was held in January 1988, and we wish Jerry Premo and all the good folks at NJ Transit the best of luck for the future.

Monday, February 8, 1988, saw the reopening of the **CHICAGO TRANSIT AUTHORITY'S** Quincy/Wells station on the Loop "L." The station was extensively restored to regain its original 1897 flavor. The project cost $3 million and is part of a $121 million renewal program for the entire Loop elevated structure. Quincy/Wells was picked for restoration because it was the least modified of the nine Loop L stations and a review of old architectural drawings showed that, despite some modifications, it remained closest to its original design.

Leonard H. Gordy sends news from California that Torrance and Redondo Beach have endorsed the preparation of an environmental impact study for construction of the so-called **SOUTH BAY LIGHT RAIL** line. In late January 1988 both city councils requested the Los Angeles County Transportation Commission to work on the EIS. The study would examine routes and station locations for a rail line operating from Torrance to El Segundo; this line would connect with the Century Freeway light rail line now under construction. There is a window of opportunity because the folks to the north in the San Fernando Valley can't get their act together on where the light rail line should go in that area. So Torrance and Redondo Beach are seizing the opportunity to put forward their case. The proposed light rail line would generally follow Hawthorne Boulevard and the San Diego Freeway corridor. Because the whole line would have a cost beyond present funding capabilities, the chances are good that a somewhat smaller line will be studied, perhaps one running north from El Segundo to Marina del Rey.

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Railnews

P&LE LABOR DECISION A court ruling on April 8, 1988, in favor of the labor unions regarding the sale of the Pittsburgh & Lake Erie will have a devastating effect on the rail industry and will likely kill the development of any further regional short lines. On that Friday, the 3rd U.S. Circuit Court of Appeals in Philadelphia affirmed by a 2-1 vote a ruling by a federal judge requiring an agreement with the road's 750 union workers before the P&LE could be sold. This decision sets a precedent that will require union representation in any future sale negotiations and will likely require job-protection clauses in any sale contract. Such conditions will almost certainly kill any future spin-offs from large carriers to regional operators.

The unions are, of course, delighted, as they see the decision as a tool to "put a stop to rail sales structured solely to break union contracts." With developments like Guilford's Springfield Terminal and BN's Montana RailLink and Winona Bridge operations fresh in mind, the unions had good reason to rejoice. While it will not stop sales as such, this ruling will guarantee that labor will be fully represented in future negotiations, and that will have a decidedly chilling effect.

The P&LE case itself involved the sale of the 121-mile long one-time rust-belt "Little Giant" to the Chicago West Pullman Transportation Corporation. The depressed P&LE would have retained only about 250 of its 750 union workers after the sale. A union coalition called the Railway Labor Executives' Association struck the P&LE last September 16 on the grounds that the sale "unilaterally altered working conditions" in violation of the Railway Labor Act. Since this case represents elements present in nearly all regional railroad sales, there was a flurry of activity to complete the in-progress sales before a judgment could be handed down. Montana RailLink, the Wisconsin Central and Red River Valley & Western were among the roads that got established under the deadline. In the meantime, the P&LE considers the CWPT sale dead and has begun liquidating assets and refusing to accept new business, even though the Chicago group still considers the offer open.

The judges wrote that the P&LE case was a difficult decision that weighed the priority of one law (the Railway Labor Act) against another (the Interstate Commerce Act). They noted that "unfortunately, Congress has stranded the courts at the crossroad; . . . dominating our thinking, however, is a reluctance to impinge on a congressional statutory mandate (the Railway Labor Act) without clear congressional authorization." The judges were particularly reluctant to amend the Railway Labor Act because "Congress has so recently addressed itself to deregulating the rail industry (under the 1980 Staggers Rail Act), yet has not chosen to relieve management of any of the onerous burdens imposed by the RLA."

SEVEN Ex-N&W GEEPS Over the past few months the Genesee & Wyoming Railroad, longtime bastion of Alco power, has come one step closer to becoming an all-EMD road. In February 1988, RS1s 42 and 25 joined Bicentennial sister 1976 (former G&W 30) in storage on the Coal Pocket lead at Retsof, N.Y. Previously, Alco S4 35 had been sold and in turn leased to the Connecticut Central (see April '88 R&R, page 26), while the last Alco switcher operating on the G&W, S4 36 (still in its half-painted-out Bicentennial colors), was shut down in early March '88. The 36 is also expected to be sold and will join its stable-mate on the Connecticut Central.

G&W management has stated that the storage of the RS1s is "an experiment" to see if the road can get along without them. With these storages and sales, only the two big road Alcos, C424Ms 62 and 63, still qualify the G&W for membership in the "Alco Empire," (see March '82 R&R, page 44).

This status may be temporary, for at this writing the C424Ms are scheduled to be heading for G&W Industries new regional carrier, the Buffalo & Pittsburgh Railroad, Inc. The B&P, together with the Rochester & Southern, will again bring the former BR&P trackage together under one tent in the form of two intertwined regional carriers. The startup of the BR&P, however, has been delayed by numerous court engagements over labor protection and contract differences. At this writing the B&P startup, once scheduled for April 6, is off indefinitely.

In preparation for the B&P's anticipated startup, seven N&W GP9s (626, 874, 879, 886, 887, 922 and 926) were purchased by the B&P and delivered by the G&W to Retsof, N.Y., on March 15, 1988 (see page 2). Two GP38s, former-Quaboag Transfer/Conrail 7803 and 7822 have also been purchased by the B&P and are now at Retsof.

Present plans call for the two G&W C424Ms and four R&S GP40s to be sent to the new B&P. In exchange, the R&S will get the two QT GP38s and four N&W GP9s. The G&W will be assigned one or two GP9s. Considering the current contractions in the supply of second-hand power, together with the court delays on the B&P startup, these plans could be drastically altered. Who knows, possibly "the experiment" will fail and the RS1s will "burble" again—DAVID J. MONTE VERDE.

CANADIAN NATIONAL On March 31, 1988, the Canadian National Railroad abandoned most of its operations on Vancouver Island. Affected are the northern 24-mile segment of the Cowichan Subdivision from Deerholme to Youbou and the seven-mile Tidewater Subdivision from Deerholme to the ferry slip at Cowichan Bay on the east coast of the Island. The CN will continue to serve several industries on the remaining two-mile portion of the Cowichan Subdivision in Victoria. Concurrently, rail ferry service to three CN barge slips on the Island has ceased. Victoria CN traffic will be interchanged from CP subsidiary Esquimalt & Nanaimo Railroad.

The last run occurred on March 30 when CN GMD1 1000 ran light from Deerholme to Cowichan Bay. It loaded a half-a-dozen cars and itself onto the rail ferry *Seaspan Greg* to bring operations to an end. The 1000 returned to the mainland at Tilbury while the 1003 remained to work Victoria. In mid-April the 1003 was replaced in Victoria by the 1000.

This operation dates back to 1911 when the Canadian Northern Pacific commenced construction of a line northward from Victoria. The Canadian government assumed control of the CNP in 1917; the Canadian National completed the line to Youbou and the connection to Cowichan Bay by the mid-1920s. Through service was suspended in 1965 with the removal of a bridge just north of Victoria. Further abandonments by the late 1970s removed the middle 56-mile segment of the line. Railroads of Vancouver Island were outlined in the September 1978 issue of R&R—ROBERT G. HUNTER.

BAY LINE In the June '88 RAILNEWS, we reported that the Atlanta & St. Andrews Bay took a ten-year lease on five ex-Conrail GP38s from the Gulf & Mississippi and that the BN was leasing at least one of the SD9s and the UP was leasing the lone SD40. In fact, the Bay Line is leasing those five GP38s from Helm Leasing and at the same time sold the three six-axle EMDs to Helm, which in turn leased both SD9s to the BN and SD40 506 to the UP. Bay Line Chief Mechanical Officer Chuck Edwards says, "They're good engines, they just got too many wheels under 'em."

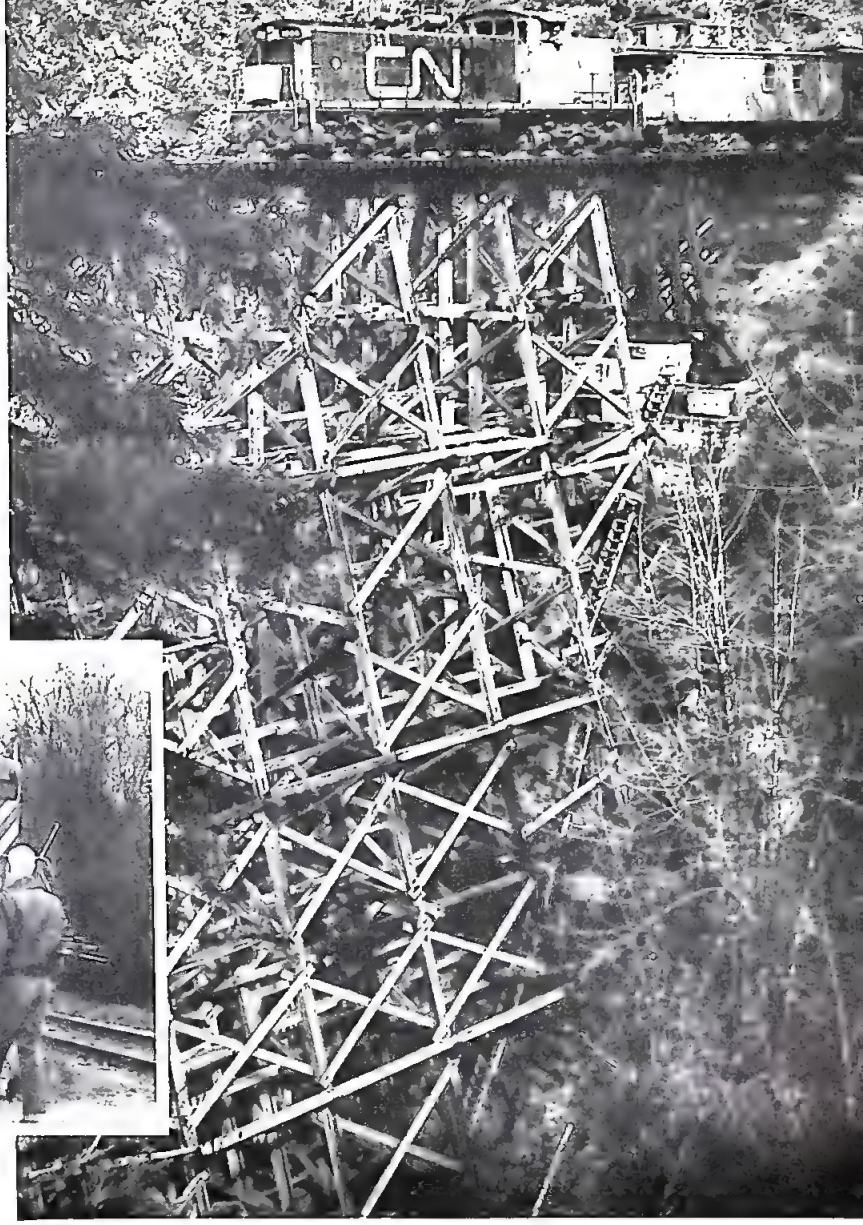
The Bay Line has decided put the GP38s into the number slots vacated by the SDs and the "502" vacated by the rebuilding of the GP7 and its 1977 renumbering to 511. The conversions are CR 7760/Bay Line 502; 7781/503; 7790/504; 7792/505 and 7811/506. The 503 was an SD9 which was wrecked on February 25, 1978, and scrapped. SD9s 504-505 were spotted moving dead-in-tow out of Mobile, Ala., on April 11, bound for the former-Frisco shops at Springfield, Mo., to be prepared for service.

MOUNT HOOD RAILROAD Sixty-three miles east of Portland, Oregon, on the UP main line is a 22-mile short line known as the Mount Hood Railroad. With its interchange and headquarters in Hood River, Oregon, it was purchased by a group of local investors in November 1987 from the Union Pacific, which had operated it since 1968 as the Mount Hood *Railway*. Presently the railroad operates two locomotives: Leased GP7 560 (former-BN 1560, nee-CB&Q 204) still wears BN green with "Mount Hood" on the long hood. GP9E 88 (former SP 3885) was purchased from the SP and wears a bright red, blue and yellow livery (see page 2) and will become their passenger engine for excursions. Presently, there are no plans to paint the 560. The colors on the 88 are distinctive, and it was quickly dubbed by onlookers as the "Easter Egg." The unit caused a bit of a commotion and was written up the local papers while being painted in Portland (by Doyle McCormack's SP 4449 crew) because the color pink had been chosen to go with the blue. As the unit neared completion, it was becoming obvious that the pink and blue didn't work. The pink was changed to red.

DAVID J. MONTE VERDE

GENESEE & WYOMING has stored its RS1s (1976, 25 and 42, shown on March 5, 1988) at Restof, N.Y., as "an experiment" to see if it can operate without them.

CANADIAN NATIONAL abandoned most of its Vacouver Island operations on March 31, 1988, but will continue to serve industries on two miles of track in Victoria. "Extra 1000 West" made a final journey across the 107-foot-high Holt Creek Trestle (right) near Deerholme, B.C., on March 27, and a meet was posed with the GMD1 and a northbound CP freight (below) at Koksilah, B.C., on March 30.



ROBERT G. HUNTER

DAVE W. LKIE

BAY LINE SD9s 504/505 were purchased by Helm Leasing and have been leased to the BN. They were at Mobile, Ala., deadheading to Springfield, Mo., on April 11, 1988.

PHILLIP KOTHEIMER

Freight operations on the Mount Hood are on an as-needed basis. Traffic is outbound fruit, lumber and hardboard and inbound liquid petroleum. The Mount Hood will operate 17-mile round trip passenger excursions to Odell, Oregon, throughout most of 1988. Trains depart the Hood River depot Tuesdays through Sundays at 10:00 a.m., 12:30 p.m. and 3:00 p.m. from May 31 through October 2 and weekends-only during the fall. Tuesdays during the summer trips will feature an extended run to Parkdale on a separate schedule; trains depart Hood River at 10:00 a.m. and 3:00 p.m. Adult fares are $9.00, seniors (age 60 and over) $7.00 and kids under 12 $5.00. Mount Hood presently owns two Pullman green passenger cars and leases three cars in full *Daylight* dress.

WINONA BRIDGE A temporary stay issued on Friday April 15 by the 8th U.S Circuit Court of Appeals against the new Burlington Northern cooperative Winona Bridge Railway (see June '88

RAILNEWS) was extended to block the company's April 18 inauguration of expediter service between Seattle and Spokane, Washington. Winona Bridge's first two trains, WB301 (Spokane to Seattle) and WB302 (Seattle to Spokane) were scheduled to depart their home terminals at 4:30 p.m. on the 18th. (WB301 was to leave Spokane behind BN SD40-2s 8113 and 8123) and were still shown on that day's 2:30 p.m. train lineup, but the extended court order canceled them despite last-minute appeals by BN and Winona Bridge. President William J. DeWitt of the Winona Bridge Railway said, "We're disappointed that the startup has been delayed. We have contacted our customers and have dealt with loads that were to move today. Our customers have been assured that we will begin operations as soon was we have received clearance."

The United Transportation Union had threatened to strike if BN went ahead with its Winona Bridge operations. Leaders of the UTU and other unions are trying to convince the ICC to review its November 1987 decision which allowed BN to lease its northern line between Seattle and East Winona, Wisconsin, to the Winona Bridge Railway. As was the case with BN's sale of its southern Montana route to Montana RailLink, neither BN nor Winona Bridge have disclosed the terms of their agreement. The unions charge that BN created the Winona Bridge Railway to evade labor obligations required under the Railway Labor Act. Winona Bridge opted to hire non-union two-man crews to run its intermodal trains when negotiations with the UTU for crew size reductions bogged down in March.

The appeals made by BN and Winona Bridge on April 18th for dissolvement of the court order were referred to a three-judge panel, and decisions reached by this panel, the 8th U.S. Circuit Court of Appeals and the ICC will determine whether or not Winona Bridge can begin its expediter service at all—BRUCE KELLY.

SANTA FE F-UNITS As we go to press in late April, Santa Fe's San Bernardino Shops are completing the cosmetic work on the Sacramento museum's F7A 347C and F3B 347B (June '88 R&R, page 2), putting them into the red and silver "Warbonnet."

While the units are capable of being started, Santa Fe employees have indicated that they will not be operated due to "suspect pistons" in both prime movers and because there is neither the time on the shop floor nor the money in the California State Railroad Museum budget to float the estimated $300,000 needed to return both units to good working order.

What Santa Fe has doing, however, is restoring both units to look like they have just rolled off the La Grange assembly line, including a complete redo of the engine compartment.

There are plans for the F-units are to attend an AT&SF employee picnic at the end of April and to make an appearance at the San Diego Railfair on May 5-8, 1988.

A SOLEDAD EXCURSION Everyone likes to ride on freight-only trackage, and the Pacific Railroad Society was glad to oblige on Sunday, April 17, 1988, with a one-day special movement called the "Mojave Circle." The train consisted of Amtrak F40PHs 250 and 252, three Superliners and eight privately-owned cars, including two domes. The special, loaded with 400 people, departed Los Angeles and took a leisurely stroll over Southern Pacific's lightly-used Soledad Canyon line to Mojave and lunch. The train was a little late getting through Soledad, but the railfans that dotted the hillside didn't seem to mind, especially since a slow-moving freight preceded the special, something seen far too infrequently on SP's old San Joaquin main line. After lunch at Mojave, the excursion then reversed and traveled back 30 miles to Palmdale for more freight-only trackage, the Palmdale-Colton Cutoff through Cajon Pass and a return to L.A.—DAVID C. LUSTIG.

CHICAGO CENTRAL Early in 1988, the Chicago Central & Pacific, operator of 704 miles of former-IC main line between Chicago and Council Bluffs and Sioux City, Iowa, selected two locomotives to exhibit a new paint scheme. Former ICG GP10s 8019 and 8165 were chosen, and their numbers were changed to 1719 and 1775 respectively. When the CC&P was formed in 1986, the rights to the "green diamond" herald were purchased, and the plans at that time were to paint the locomotives the ICRR's traditional black with white stripes. Now that the ICG is changing its name back to Illinois Central and returning to the black and white livery, the CC&P went to an all-red scheme with white hood and frame stripes and the green diamond herald (see page 2).

On Friday April 8 the pair departed Waterloo, where they had been painted, and headed west to Fort Dodge, bound for Sioux City. April is "Take Pride in Transportation Month" in Iowa, and these units made an appearance at a celebration in LeMars, 25 miles east of Sioux City. In attendance were the Iowa's governor and numerous state and local officials and shippers. One of the events was a traditional spike-driving, beginning the CC&P's rehabilitation of the track between Fort Dodge and Sioux City with assistance from the state—DALE L. HEARN.

CLASSIC ACL COLORS South Carolina's Horry County Railroad has been reorganized as the Waccamaw Coast Line Railroad. The most visible change is that their sole GP18 (ex-N&W 943) has been repainted into the classy Atlantic Coast Line regal purple and silver scheme lettered for the WCL (see page 2). The Horry County began operations on November 5, 1984, of 14 miles of former-ACL trackage between the SCL at Conway and the stub-end at Myrtle Beach, S.C. The line is owned by short line magnate Willard Formyduval, and operations are presently on an as-needed basis. The Horry County (the "H" is silent) changed its name to Waccamaw Coast Line in November 1987.

Willard Formyduval is well known in short line circles from several different ventures. In March 1987 he purchased the 75 miles of former-ACL trackage from his Horry County connection at Conway north to Chadbourne, N.C., and west to Mullins, S.C., which became Duval Transportation of the Carolinas. Three former-N&W GP18s (951, 951 and 958) were purchased to operate this line. Only three months later, in June 1987, he sold the line and the Geeps to the Mid-Atlantic Railroad (June '88 R&R, page 2). That same month, Formyduval also sold his Aberdeen & Briar Patch to Robert H. Menzies, who is operating it as the Aberdeen, Carolina & Western Railway with the green Briar Patch GP7 896. Formyduval also previously controlled the Warrenton, the Hartwell and the Marion County Railroads. Presently, the Waccamaw Coast Line is getting the bulk of his attention.

CRAB ORCHARD & EGYPTIAN'S After the Crab Orchard & Egyptian Railroad in southern Illinois sold its 2-8-0 17 to the Boone & Scenic Valley tourist line in Iowa on February 9, 1987, the railroad's locomotive needs were handled by ex-MoPac SW1200s 1136, 1147 and 1161. The CO&E has kept their former Missouri Pacific numbers and has painted and named two of the units for on-line towns by adopting their respective high school colors. The 1161 is named *Marion* and wears the "blue & gold" of the Marion *Wildcats*. The 1136 is named *Herrin* and is painted in the "orange & black" of the Herrin *Tigers*. Each unit is normally assigned to its namesake city, while the 1147, still in MoPac blue, is at Marion.

THE PORT JERSEY RAILROAD On December 11, 1987, the three-mile Port Jersey Railroad took delivery of rebuilt former MoPac SW1200 1197 from Chrome Locomotive in Silvis, Ill., bringing their roster to two units. The Port Jersey has been operating since its 1973 inception with former Southern NW2 1032, which it plans to keep serviceable.

This little common carrier was built in 1973 to serve a growing port area in Bayonne, N.J. It is a three-mile network of spur and industrial trackage around the Bayonne/Jersey City border north to a Conrail interchange at the former-PRR Greenville Yards in Jersey City. It operates at least five days each week, departing Bayonne around 9:00 a.m. The locomotives are kept behind a chain link fence inside the Port Jersey complex.

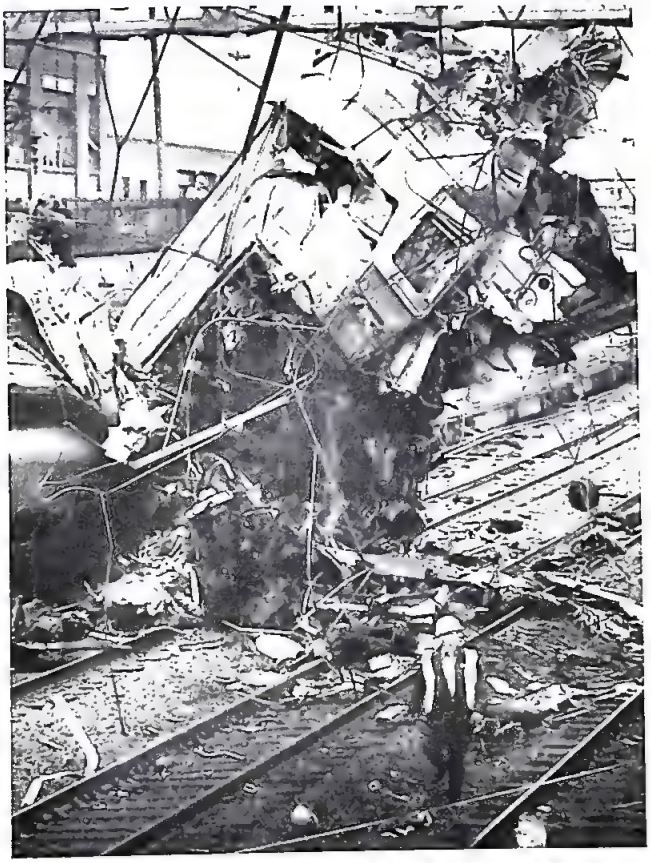
Note that all three of the SW1200s shown on the right column of page 67 (CO&E, Port Jersey and Tabor Grain) are from the Missouri Pacific. The MP had over 100 SW1200s, and none remain on the roster.

THE WISCONSIN CENTRAL One of the realities of the railroad business struck the Wisconsin Central on April 18, 1988, at 3:30 p.m., as a loaded gravel truck tried to beat Train 41 to the Peterson Road grade crossing—and lost. The accident at Milepost 42.5 near

DAVID C. LUSTIG

A SOLEDAD EXCURSION sponsored by the Pacific Railroad Society traversed SP's Soledad Canyon line from L.A. to Mojave on April 17, 1988.

VINCENT NICOLETTI



METRO-NORTH multiple-unit electric Train 1028 (left) collided with stopped Train 1132 at Mt. Vernon, N.Y., on April 6, 1988, killing the engineer. The Wisconsin Central crew walked away from this (below) crossing mishap with a gravel truck at Mundelein, Ill., on April 18, 1988.

CHARLES HERAVER

Mundelein, Illinois, derailed the train's two ex-BN SD45s and eight cars, ripping up almost 200 feet of track. The train was traveling at 30 m.p.h., and both crew members suffered only minor injuries and walked away from the units. The truck driver was hospitalized. The main line was closed for one-and-a-half days, and apparently no trains were detoured.

The Wisconsin Central played host to a rather elaborate fantrip over its lines on April 16 through 18. The train consisted of WC GP35m 4006 (former-MoPac) and privately owned equipment such as the ex-Milwaukee Road business car *Montana*, ex-Frisco *Cimmeron River*, former-CB&Q dome *Zephyr Garden* and the popular First Class observation car *Caritas*. The trip departed Franklin Park, Ill., on Saturday morning and traveled north via Stevens Point and Ladysmith to Superior, Wisconsin, to spend the evening. The dome developed problems and was set out near Superior and did not complete the trip. Sunday morning the special traveled south back to Ladysmith and then headed east to Prentice and north to Ashland for lunch at the restored Soo Line depot there. The trip returned south via Bradley and Wausau through Stevens Point, arriving back at Franklin Park early Monday morning. 40 people paid a reported $1000 per ticket for the three-day First Class trip over a major portion of the freight-only railroad. Wisconsin Central President Ed Burkhardt was a conductor on the run. On its return trip, the special passed through Mundelein less than twelve hours before Train 41 hit the loaded gravel truck.

METRO-NORTH On Wednesday, April 6, 1988, at approximately 7:56 a.m., New York City's Metro-North Commuter Railroad suffered a very serious accident in Mt. Vernon, N.Y., killing an engineer. As of this writing, the Federal Railway Administration and the National Transportation Safety Board have not released their findings, however, MNCR President Peter E. Stangl did provide a public statement.

Deadhead Train 1028 with eight m.u. cars was traveling east on Track 4 toward New Haven from Grand Central Terminal when it struck another deadhead, Train 1132 with five m.u. cars, which had stopped on Track 4 approximately 2000 feet east of the signal at Vern Interlocking in Mt. Vernon. The first train was crossing over from Track 2 to Track 4 and got a ground fault on the overhead wire. It was then ordered to stop and inspect the pantographs. Train 1028, following about three minutes behind, was routed onto the same track as 1132, as it normally would be every day. Train 1028 was instructed by Woodlawn (the nearest manned tower) to inspect the catenary wire between Pelham and Vern. For reasons not yet determined, Train 1028 passed through the signals at Vern, apparently at track speed (60 m.p.h.) and smashed into Train 1132 standing still on Track 4. The engineer on 1028 was killed in the impact, but the other crew members on the both trains miraculously received only minor injuries. All Metro-North employees that were associated with the accident were immediately taken out of service pending investigations. An autopsy revealed that the engineer was totally free of drugs or alcohol. There are a lot of questions here to be answered, as initial tests indicated that the train control equipment and signal systems were functioning properly.

The wreckage blocked three of the four tracks, but all four were taken out of service. Rush hour service was partially restored the following morning, and it took nearly 48 hours to restore complete service.

Milepost 465

CSX: St. Albans, West Virginia

by Jay Potter

PHOTOGRAPHY JAY POTTER

Just for the record, Milepost 465 in the city of St. Albans, West Virginia, stands slightly over five feet tall. Its four ten-inch-wide sides are painted white with its numerical designation painted in black on two of them. Other than the fact that it's a real concrete mile*post*—not merely one of those stamped metal stakes topped with a placard—there's nothing remarkable about MP 465's appearance. However, its location is worth mentioning. It literally marks the point at which CSX Transportation's former-Chesapeake & Ohio east-west main line between Clifton Forge, Virginia, and the big yard at Russell, Kentucky, is joined from the south by the Coal River Branch, the line that serves CSXT's most productive coal district. MP 465 is positioned 20 feet south of the main line and 22 feet north of the west leg of the wye by which the Coal River Branch joins the main line. The milepost is also located 465 miles from Fort Monroe, Va., where C&O Milepost O was first placed in 1889.

Traffic levels through St. Albans are among the highest on CSXT. During 1986 the main line through St. Albans

carried 57.3 million gross tons westbound and 49.6 million eastward. The Coal River Branch carried 48.8 million gross tons. There were some sections of CSXT (like the former-L&N near Nashville and the former-C&O between Catlettsburg, Russell and Limeville, Ky.) that saw heavier tonnage, but not many. If just coal tonnage is considered, there is probably no busier place on CSXT than St. Albans. During 1986 the Coal River District, which is served by the Coal River Branch, shipped more coal (284,713 carloads) than any of the other 24 CSXT coal districts/divisions/subdivisions. This means that 38.2% of all coal shipped over former-C&O lines and 15.5% of all coal shipped over CSXT entered the main line at St. Albans. These figures do not include coal which passed through St. Albans entirely on the main line.

Geographically St. Albans is located eleven miles west of Charleston, West Virginia's capital and largest city. Both cities are located in Kanawha County and along the Kanawha River, the state's largest internal waterway. The Kanawha begins at the confluence of the Gauley and New Rivers to the east and flows approximately 100 miles northwest into the Ohio River. St. Albans is located at the junction of the Kanawha and the Coal River, which originates about 70 miles to the southeast.

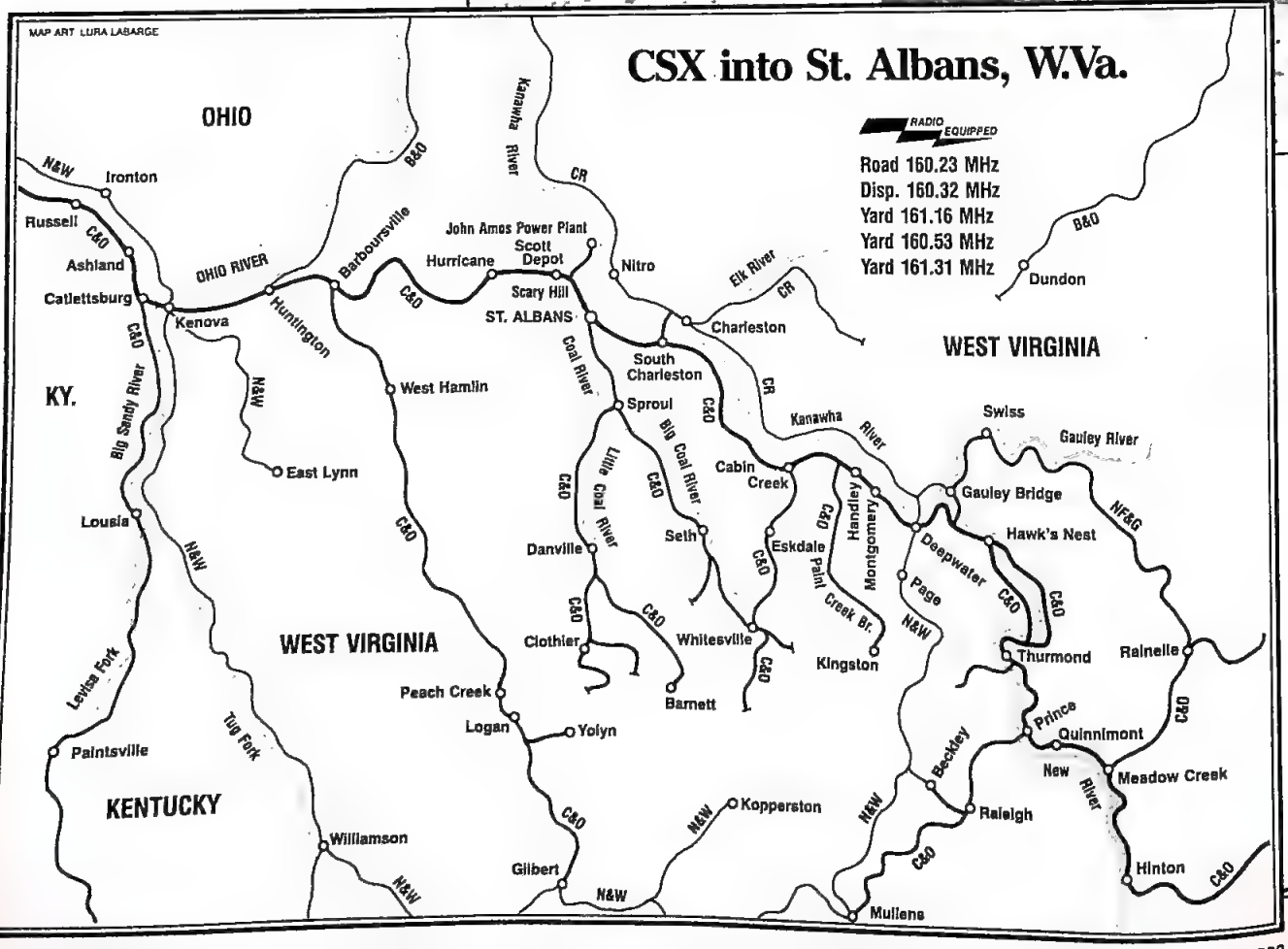
In many respects the Kanawha Valley is the economic heart of the state and is one of the few areas of West Virginia that generates significant non-coal rail traffic. Numerous chemical plants, power plants and industrial sites are located along the 43-mile portion of the Kanawha River that traverses

MILEPOST 465 itself is solidly planted (opposite top) by the engine facility on the west leg of the wye in St. Albans. In this November 26, 1987, view, U23B 3122 and a Chessie GP40-2 are entering the wye with coal empties for Danville while a Seaboard SD40-2 and U36B await servicing on the pit track. Across the main line, a Seaboard SD40-2 and Chessie SD40 await departure with westbound coal loads. On August 1, 1987, a rare Seaboard U36C (above) leads an SD45 and SD40-2 toward Danville on the Coal River Subdivision; the train is approaching the Kanawha Terrace highway overpass. A pair of GP30m's (left) with CSXT numbers are coming off the Coal River Sub entering the east leg of the wye with a loaded coal train on May 30, 1987.

Kanawha County. Although the state has 55 counties, approximately one out of every eight West Virginians is a resident of Kanawha County.

The name "Kanawha" (usually pronounced "Ka-naw") is as closely associated with the C&O as it is with the region. On other roads, 2-8-4s might have been Berkshires, but the 90 2700-series 2-8-4s built for the C&O by Alco and Lima between 1943 and 1947 were "Kanawhas." Eastbound manifest KD-92 (the antecedent of today's CSXT Train 302) was known as the *Kanawha Dispatch.* In 1868 a village west of Charleston was even incorporated as Kanawha City. But in 1871 (the year the C&O opened its line from Huntington to Charleston, W.Va.) C&O President Collis P. Huntington persuaded the state legislature to rename the village for the hometown of the C&O's Chief Counsel H.C. Parsons. Mr. Parsons hailed from St. Albans, Vermont, and the new St. Albans has been a railroad town ever since.

Within CSXT, St. Albans is located on the Huntington Division, one of the railroad's nine operating divisions. Established around March 1987 in a program to rename divisions for the cities in which their headquarters are located, the Huntington Division is essentially the former West Virginia Division,

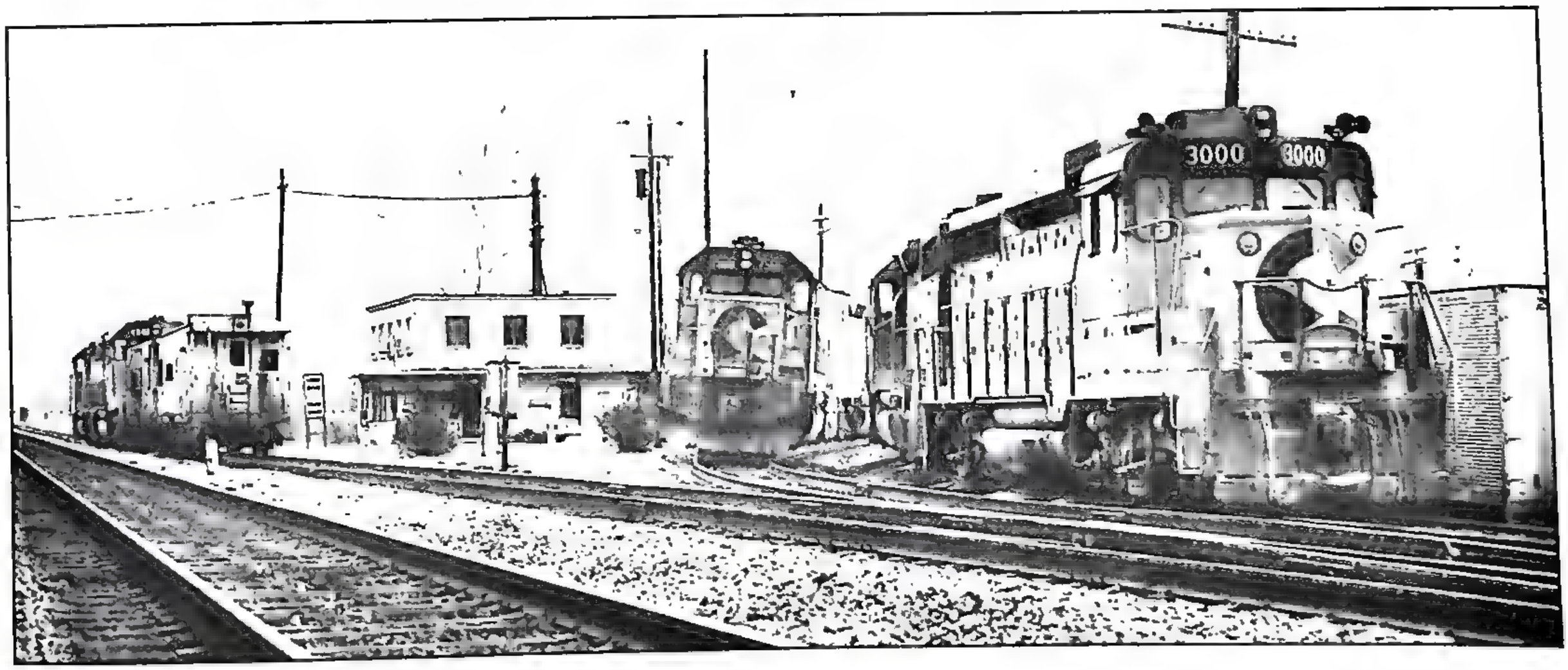


much expanded by consolidations with other divisions. St. Albans (specifically the vicinity of MP 465) is the point at which two of the division's subdivisions meet. The Kanawha Subdivision is essentially the 95 miles of double-track main line that stretches west from Handley, W.Va., 36 miles to St. Albans and then the remaining 59 miles to RU Cabin near Russell, Kentucky. The Coal River Subdivision begins at St. Albans and stretches 35 miles south (east on timetables) to the coal yard and engine terminal at Danville, W.Va., and then beyond, where it joins several other branch subdivisions. At Sproul, 15 miles south of St. Albans, the Big Coal Subdivision begins at a junction with the Coal River Subdivision and extends 34 miles southeast (east on timetables) to the coal yard and engine terminal at Elk Run Junction and beyond. It also joins several other subdivisions along the way.

Both the Coal River and Big Coal Subdivisions are single track with many passing sidings. The most northerly of these is the 7046-foot Coal River Siding, which begins five miles south of MP 465. After passing the siding, trains bound for St. Albans pass through Armstrong Tunnel, St. Albans Tunnel, under the Kanawha Terrace Highway overpass and then onto either the west or east leg of the St. Albans wye.

The layout at St. Albans

The St. Albans yard office is located beside MP 465 in the western portion of the triangle formed by the wye and the Kanawha Subdivision main line. As the



CHESAPEAKE & OHIO'S FIRST GP30, 3000, idles on the pit track as ex-WM SD40 7596 eases westbound loads around the wye past the St. Albans yard office on January 21, 1987. A Chessie SD40 and two Family Lines SD40-2s (top) are accelerating coal loads westward on the main line past the connection with the east leg of the wye on August 1, 1987.

west leg of the wye approaches the main line, the locomotive service area pit track diverges from it and leads to a sanding tower and fueling facility with adjacent modular office and storage buildings.

The two miles of track between Armstrong Tunnel and St. Albans Tunnel is paralleled by Rte.9/6, which is an extension of St. Albans' Second Street. Highway access to the main line is more obvious, since the tracks are paralleled by Rte.60, MacCorkle Avenue, from Charleston to New Amandaville, a community just west of the Coal River. There the Kanawha River and the tracks turn north and a paralleled by Rte.35 for approximately three miles. This stretch of track is the east slope of Scary Hill, which has a maximum .32% westbound grade. The 707-foot crest of the hill, elevation 596 feet, is at Scott Depot, ten miles west of MP 465. Scary Hill is the highest point on the Kanawha Subdivision, and during the steam era St. Albans was the operating base for helpers used on it. As the tracks ascend Scary Hill, they turn west and away from Rte.35 and the river; however, slightly farther to the north Rte.35 converges with the spur track that serves the John Amos Power Plant. The plant, which was completed in 1971, is the largest generating plant of the American Electric Power Company system and one of the world's largest coal-fired generating stations. The spur, which leaves the main line in a westward direction at Bills Creek east of Scott Depot, extends two miles to the plant.

Eastbound trains approaching St. Albans on the main line descend Scary Hill, go beneath the Rte.35 overpass at the foot of the hill and pass a 8777-foot

passing siding and several lesser sidings at Dock, an area north of New Amandaville. After a three-track signal bridge just west of the Coal River, the line reduces back to the two main tracks (No.1, normally the westbound track, and No.2, normally the eastbound) and crosses the river on a simple truss bridge. On the eastern side of the river the tracks pass between Third Avenue and Fourth Avenue and gradually expand to five tracks in front of the gray wood-frame St. Albans station, which is located on the south side of the tracks at Fourth Avenue and Fourth Street. These tracks include a 10,075-foot passing siding (the longest on the Kanawha Subdivision) off Track 1. East of the Fifth Street crossing is a wye which is a remnant of the early 1900s, when the Coal River line lay west of its current location and faced a 2% grade leaving St. Albans and a 1% grade returning. Today the wye area is used primarily to store maintenance-of-way equipment, and its apex ends in a fenced-in storage area used by the "2700 Preservation & Restoration Society" to store its locomotives and rolling stock. The 2700 herself, first of the C&O's 2-8-4 Kanawhas, departed in October 1986 for Canton, Ohio, under lease to the Silver Throttle Engine Association & Museum, which will restore her to operating condition for excursion service.

East of the old wye, the trackage thins to five tracks under a pair of cantilever signal bridges. After passing the signal bridges, traffic either moves onto the pit track, enters the west leg of the Coal River Branch wye between MP 465 and the service area, or continues east on the main line to the left of MP 465 and the yard office. East of the point where the east leg of the wye joins the main line, the trackage expands into a coal storage yard and then gradually thins back down to just Tracks 1 and 2 slightly less than two miles east of MP 465. It is not unusual for Track 2 east of this point to be occupied for extended periods by westbound consists—either with or without motive power—waiting to enter the Coal River Branch.

IN ORIGINAL C&O LIVERY, GP35 3536 leads Coal River loads north toward the south portal of St. Albans Tunnel on November 21, 1987. Another C&O unit, SD40 7562 (opposite top), has a John Amos Power Plant train westbound past the St. Albans station on November 26, 1986. A Family Lines "GP16" and B&O GP35 (opposite bottom) bound for the Paint Creek Branch caboose hop east out of St. Albans on November 1, 1987, with three units to be dropped off to work at South Charleston.

The power parade

Any discussion of motive power in the St. Albans area should begin by considering the CSX realignment that was announced on December 11, 1985. CSX Corporation had been formed five years earlier (November 1, 1980) by the merger of Chessie System, Inc., and Seaboard Coast Line Industries, Inc. During these five years, Chessie and Seaboard continued to operate as two separate systems, although there were indications that there would be an eventual consolidation. By early 1981 some Seaboard trains were being routed over Chessie trackage and vice versa. In January 1984 the C&O began taking delivery of the first Chessie SD50s. Numbered 8553-75, these units were in numerical sequence with Seaboard SD50s 8500-24 (built in early 1983) and 8525-52 (built afterwards in February-March 1984). In mid-1984 Chessie and Seaboard operations in Cincinnati (the two systems' major traffic interchange point) were consolidated. Speculation that both systems would be entirely combined was heightened in March 1985 when a CSX management committee was formed to study the need for a major corporate restructuring. The result of this was the realignment which was announced in December and which has resulted in CSX Transportation, Inc., the transportation segment of CSX, evolving into the corporate successor of the Seaboard (effective July 1, 1986), B&O/WM (effective April 30, 1987) and C&O (effective August 31, 1987).

The first Chessie System locomotive

7055
7055
68

AFTER A RECORD 19.5-INCH SNOWFALL, a Seaboard C30-7 (left) is emerging from St. Albans Tunnel with southbound empties on April 4, 1987. On a less wintry June 26, 1987, a B&O SD50 is also southbound at Armstong Tunnel, two miles further south.

to lose her identity was B&O GP40-2 4446. In April 1986 the Huntington Locomotive Shop renumbered her 6344 and repainted her into CSXT silver-gray/blue/black.

Actual shifting of motive power between Chessie and Seaboard sections of CSX began on May 1, 1986, when a number of Seaboard GP40s were transferred to Chessie lines. Full scale integration of motive power began around September 2, when CSXT opened a consolidated operations center at its headquarters in Jacksonville, Florida. Since then units from both portions of CSXT have operated virtually interchangeably together, and by late 1986 it was not at all unusual for there to be more former-Seaboard units than Chessie units in St. Albans at any given time.

Because of its high volume of coal traffic, St. Albans has always attracted six-motor diesels. Prior to the realignment, the units most common to the area were Chessie SD50s. These still appear frequently, and they are often joined by former-Seaboard SD50s. However, members of the large former Seaboard SD40-2 fleet are currently the units most often seen at St. Albans. Intermixed with them are former-Chessie SD40-2s and former-Seaboard SD45/SD45-2s, as well as SD40s and occasional SD35s from both CSXT components. Thanks to the realignment, six-motor GEs have also become common in the area. The C&O had operated only a few of these, 13 U3OCs which were taken out of service in 1982 and subsequently retired. In September 1986 former-Seaboard U3OCs, C30-7s and U36Cs began operating regularly through St. Albans. The appearance of the big former-Seaboard GEs was particularly surprising since the Chessie GEs had gone south just the month before.

The most common four-motor power in the St. Albans area are GP40s and GP40-2s from both CSXT components. However, former-Chessie GP15Ts, GP39s and slugs (converted GP7/9s) also pass through. These are unusual by Chessie standards since the system operated only 25, 20 and 13 of them, respectively. Chessie GP9s were somewhat common in the area until mid-1986, when most were withdrawn from service. However, the realignment has brought former-Seaboard "GP16s" (rebuilt GP7/9s with chopped noses) into the area from time to time. At the time of the realignment, the Chessie still operated a far greater number of EMDs powered by 567-series prime movers than did the Seaboard, and former-Chessie GP30s and GP35s are still quite common around St. Albans, although most of the former are rebuilt GP30Ms (derated to 2000 h.p. and equipped with improved electrical systems between 1981 and 1984). While four-motor GEs are not quite as common in St. Albans as they were before the realignment, they do pass through frequently—thanks to the large size of the former-Seaboard GE fleet—and there is now a greater variety of them. The former-Chessie U23Bs, U30Bs and B30-7s wander back occasionally. Former-Seaboard units of these models, as well as U18Bs, U25Bs, B23-7s, BQ23-7s, U33Bs, U36Bs and B36-7s, also appear from time to time.

Trains and traffic

There are four daily manifest freights on the Kanawha Subdivision main line. Eastbound Train 300 and westbound Train 301 operate between Portsmouth, Va., and Chicago. Eastbound Train 302 and westbound Train 303 operate between Newport News, Va., and Russell,

Ky. Until July 1, 1987, these trains carried traditional C&O 90-series manifest freight numbers, 90 through 93 respectively. Manifests 90 and 91 were particularly high priority trains, and on September 1, 1986, they had even received names in addition to their numbers: 90 was the *Fast Flying Virginian*, named after one of the C&O's oldest (inaugurated 1889) and best known passenger trains, and 91 was the *Expediter*, the name originally given to Train 90 in 1947 when it was introduced as one of the hottest freights on the C&O during the post-World War II period. Although the precise timing of these trains through St. Albans can vary greatly, usually two or three of the manifests will show up in daylight, often in the morning hours.

Power for the manifests can range from one to twelve units, with westbounds tending to have more units than eastbounds. The disparity in power has less to do with consist size or terrain than the need to balance power at Russell or Danville. As one a slightly extreme example, Train 93 arrived at St. Albans behind an SD50 and seven other units. The seven were all set off for transfer down the Coal River Branch, and 93 continued west and up Scary Hill behind the single SD50.

Power is also set off at St. Albans for local service on the Kanawha Subdivision east of St. Albans. This includes power for the coal branches that extend south from the main line at Cabin Creek Junction (27 miles east of St. Albans) and Paint Creek Junction (33 miles east of St. Albans). In addition, there is a substantial amount of local switching and transfer service in the Charleston area. Motive power for these branches and the Charleston area was once serviced by the engine terminals at Handley and South Charleston (eight miles east of St. Albans), respectively. However, in the spring of 1986, locomotive servicing ceased at both of these facilities as a result of cutbacks that were taking place throughout CSX. Since then the two-to-five four-motor units that cover these jobs have been serviced at St. Albans, with South Charleston being the usual crew-change point.

In addition to manifest freights and locals, St. Albans also sees freight, grain and ore extras, as well as six passenger trains a week. Every Sunday, Wednesday and Friday, Amtrak's *Cardinal* (eastbound Train 50, westbound Train 51) passes through in both directions between stops at Huntington and Charleston. The only train on Amtrak's Washington-Cincinnati-Chicago route, the *Cardinal* (named for West Virginia's state bird) is normally powered by a single F40PH, though a second unit is sometimes required, and even three have been used on occasion.

As might be expected, coal accounts for most of the traffic through St. Albans. Of the coal mined in West Virginia and distributed outside the state, over 50% is shipped to the South Atlantic states for consumption, primarily by electric utilities, or export overseas. As a result, coal traffic through St. Albans has a general pattern of loads east and empties west. Most of these loads come off the Coal River Subdivision, though a substantial number arrive from the west, having entered the main line at Barboursville (30 miles west of St. Albans) from the Logan Subdivision or at Big Sandy Junction (49 miles west of St. Albans) from the Big Sandy Subdivision. Conversely, empties arriving from the east either enter the Coal River Subdivision or continue west on the main line.

An additional roughly-20% of the coal mined in West Virginia and distributed outside the state is shipped to the eastern North Central states. Some of this tonnage comes off the Coal River Subdivision and proceeds west out of St. Albans on the main line. However, many of the loaded westbound Coal

THE MAIN LINE crosses the Coal River just west of St. Albans; C&O U30B 8223 (former GE demonstrator 301) is westbound on November 9, 1985. Three Seaboard SD50s are approaching the north portal (left) of Armstrong Tunnel on July 26, 1987. Amtrak's eastbound *Cardinal* (below) is kicking up the snow on January 25, 1987.

River trains are rotary-coupler-equipped American Electric Power unit trains that shuttle between Coal River loading facilities and the John Amos power plant. St. Albans-area coal trains are normally between 120 and 180 cars in length. The long-haul "ID" (interdivisional) trains are usually powered by either three six-motor units or four four-motor units. Power on the John Amos trains is usually two or three four-motor units or two six-motors.

Daily traffic patterns through St. Albans are difficult to predict. At times, up to four trains may pass within a single hour; or there may be no activity for several hours. There may be five-to-ten units in the service area and near the yard office; or there may not be a single unit anywhere within sight of MP 465.

A few years ago the C&O main line had the reputation among railfans as being a mostly nocturnal operation, but that seems to be less the case today. The only pattern is that there is no pattern. Freights and coal trains can be all over the place one day and strangely absent on another, and the patterns can be totally different from one week to the next. It is, however, a very rare day when there isn't at least some traffic in the daytime.

Coal's solid future

In railroading these days very little can be taken for granted. We've seen many instances in which today's main lines become tomorrow's secondary branches or are even abandoned altogether. With 27,000 miles of trackage (the second largest system in the U.S.), CSX never made a it secret that "rationalization" of its rail network was one objective of the 1985 realignment. West Virginia has already had first-hand experience with this. In addition to Handley and South Charleston, locomotive servicing ceased at Benwood Junction, Brooklyn Junction (New Martinsville), Clarksburg, Elkins, Elk Run Junction, Fairmont and M&K Junction (Rowlesburg), and the locomotive shop at Hinton was downgraded. The once-busy B&O line between Wheeling and Pittsburgh was severed in August 1987, and plans are under way to sever the old B&O main line between Cumberland, Md., and St. Louis by removing approximately 60 miles of track between Clarksburg and Parkersburg, W.Va.

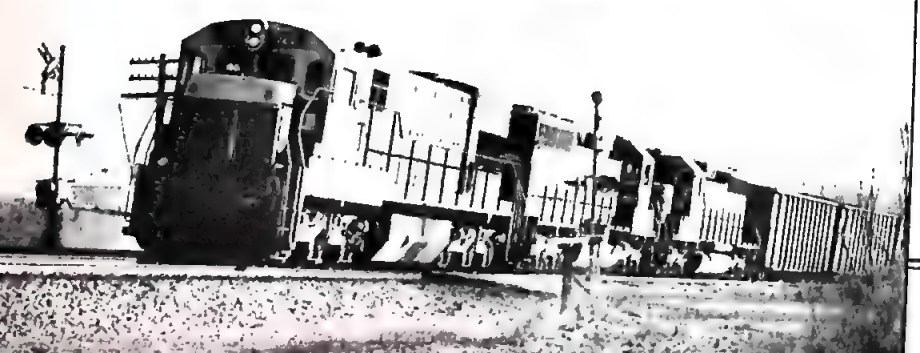
Even considering past CSXT cutbacks and the prospect of additional ones to come, it's easy to be optimistic about the St. Albans area. Coal is the best reason for the optimism. The West Virginia counties having the greatest estimated recoverable coal reserves are Boone (4.4 billion tons) and Logan (3.8 billion tons). During 1986, 391,182 car

loads of coal from these two counties were routed onto the West Virginia portion of the Kanawha Subdivision. An additional 282,872 carloads entered the Kentucky portion of the subdivision. All of the Boone County coal and much of the Logan County and Kentucky coal passed through St. Albans.

Exact shipping figures aside, perhaps the easiest way to appreciate St. Albans' importance is to consider the effect of a brushfire which spread inside the Coal River Subdivision tunnel at Sproul on November 5, 1987, and shut down the line between Danville and St. Albans for the next two weeks. It was estimated that the railroad lost over a million dollars a day in revenue each day the line was out of use, and that once the line was reopened trains would have to run steadily 24 hours a day through the end of 1987 in order to eliminate the traffic backlog.

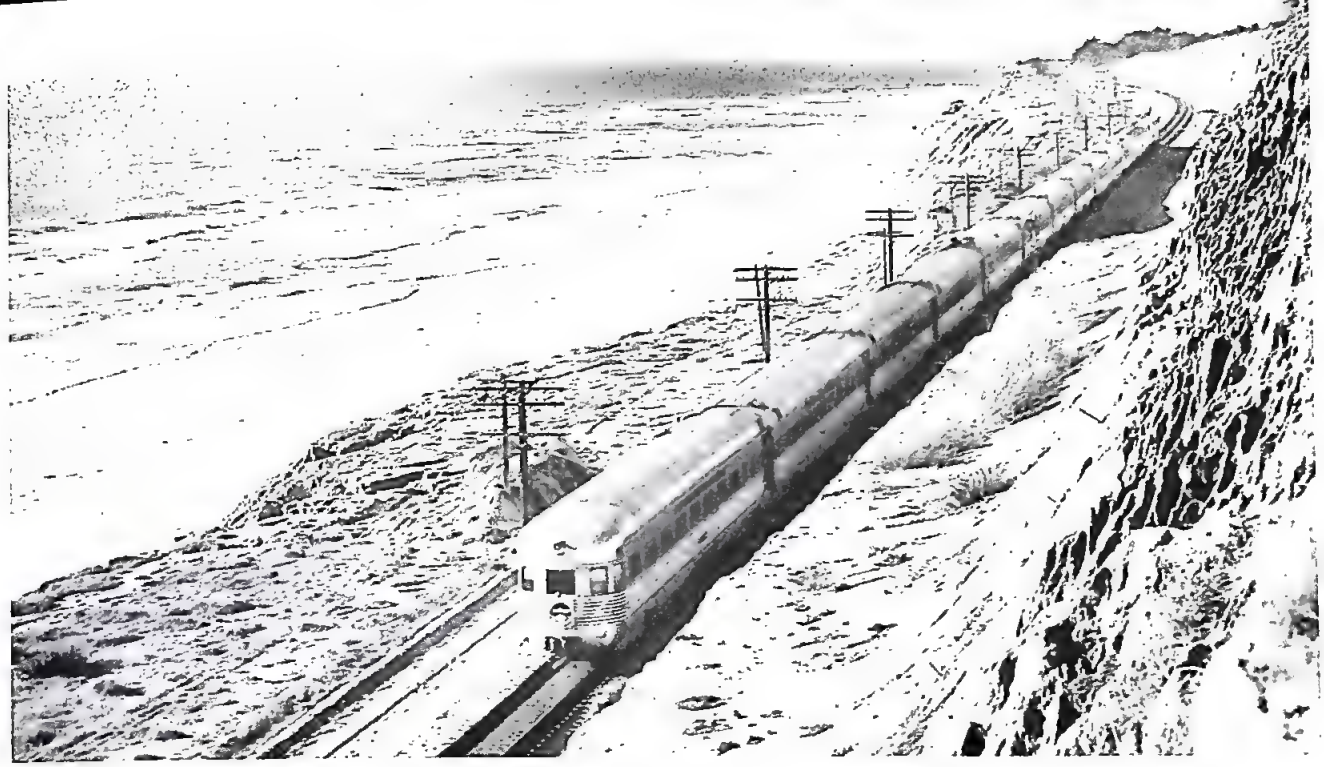
With coal as a traffic base, Kanawha Valley industries as on-line chemical and merchandise shippers, and the largest classification yard on the former-C&O 59 miles to the west at Russell, trains should be passing MP 465 for many years to come.

GENERAL ELECTRIC UNITS now add considerable variety to the St. Albans scene. On November 26, 1987, eastbound C&O B30-7 5553 and a GP38 waited at St. Albans to meet the John Amos coal train with a Seaboard U23B, Chessie B30-7 and a GP40-2.



MORE GE'S are in evidence as a Seaboard U36B/Mate-4/U36B set brings loads north toward the Kanawha Terrace bridge on May 31, 1987. Detroit Edison U30C 022 was headed up Scary Hill on January 16, 1988.

St. Albans, W.Va.



SANTA FE RAILWAY

STAN KISTLER

SAND, SURF AND STREAMLINERS made the Santa Fe Surf Line from Los Angeles to San Diego a classic, and its story was outlined in the June 1988 R&R as the *San Diegans* celebrate their 50th Anniversary year. This special PHOTO LINE is dedicated to their colorful images. A Santa Fe publicity photo captured an early-1950s trainset (top) along the surf, while Stan Kistler caught E1A No.7 on First 72 on August 18, 1951, near San Juan Capistrano; Second 72 was a Del Mar race train behind a 4-8-4.

Photo Line

STAN KISTLER

Photo Line

SAN DIEGAN No.73 was approaching Mission Tower on June 20, 1948, with E1A 8, E1B 4 and twelve cars. To save turn-around time, this train would back into the L.A. terminal. Pinch-hitting for the usual E1s, passenger FT set 162 (below) was entering San Diego on No.72 in May 1946. Coach obs 3197 (left) was at San Diego that same month.

STEAM POWER was not common on the *San Diegans*, which were introduced in March 1938 as diesel-powered streamliners. But it did occasionally show up, such as Santa Fe's newest 4-8-4 drifting down the 2.2% Linda Vista grade in 1951 or elderly Pacific 1346 departing San Diego in September 1938 with the typical early six-car consist, complete with obs.

THREE PHOTOS: R. P. MIDDLEBROOK, STAN KISTLER COLLECTION

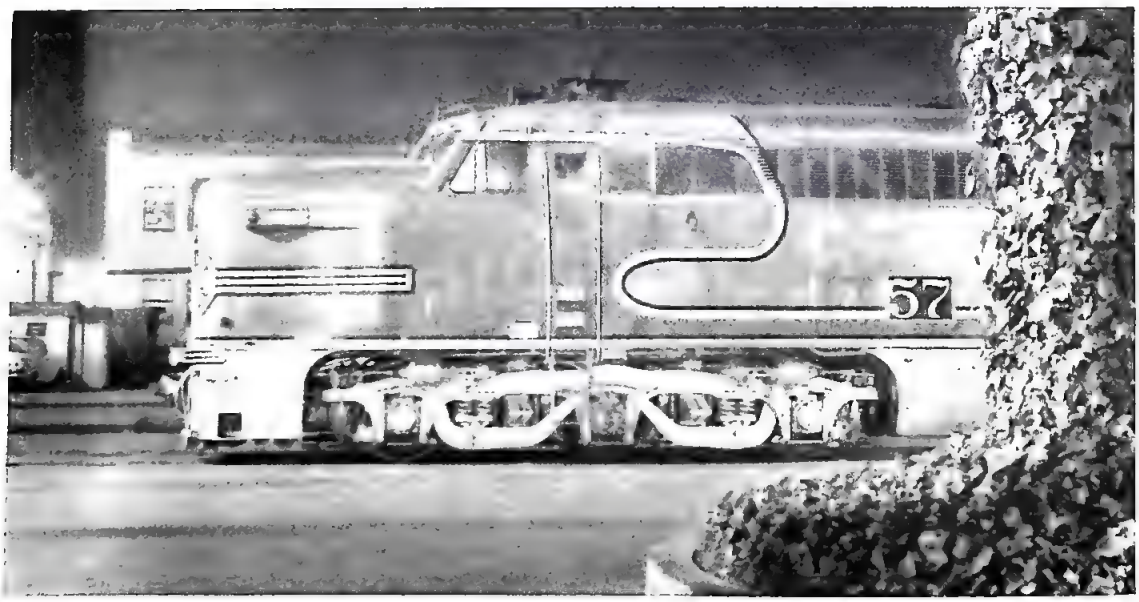
WITH PALM TREES and magnificent mission architecture, the San Diego station was—and still is—one of the most beautiful railroad stations in the country. Its rail-level platforms and lack of sheds has made for some excellent locomotive photography over the years, as well. Consider these vintage scenes. On April 20, 1946, the 160, the first four-unit FT set **(top right)** to be regeared and repainted for passenger service, had just arrived on No.72. Although the normally-assigned units were E1As, FTs and other road power from the transcontinental pool were often cycled down on the *San Diegans*. Such was the case with E6A/B set 12, which worked into San Diego on No.74 on June 3, 1946, during its 35-hour L.A. layover while handling the twice-a-week *El Capitan* or *Super Chief*. The E6s (and lone E3 11) were easily distinguished from the E1As by their protruding rather than flush headlights. Probably the most impressive diesels to show up in San Diego were the Santa Fe's only three Fairbanks-Morse Erie-Builts (90L/90A/90B), which posed for photographer Phil Middlebrook on February 16, 1949.

Photo Line

THREE PHOTOS R P MIDDLEBROOK, STAN KISTLER COLLECTION

STAN KISTLER

WHILE THE EXOTIC POWER would come and go, you could nearly always find the Santa Fe's classic warbonnet F-units on the *San Diegans*. On March 8, 1970, just a year before Amtrak, the Sunday afternoon L.A.-bound No.77 had a perfect A-B-B-B set led by F3A 19 on a heavy 14-car train hitting the sag between Carlsbad and Oceanside. During the mid-1960s, however, the *San Diegans* were dominated by the impressive Alco PAs, such as 57 at night on No.78 in 1966.



THREE PA PHOTOS BRENDA M. BAILEY

Photo Line

IN NOVEMBER 1966 PA 68 and re-engined 51L were departing San Diego with No.73; the hump-back EMD radiator shows clearly on the 51. Back in 1966, you could use boxcars with roofwalks to get overhead photos.

STAN KISTLER

E8S WERE RARE on the Santa Fe. In 1952-'53 the E1As were rebuilt by EMD into E8m's, and a pair of the new "80s" had No.71 making the legal 80 m.p.h. through the oilfield at Santa Fe Springs on August 29, 1953. They were soon assigned to Denver and Kansas City. Amtrak, however, briefly used E9s like 416/452 (UP 911/Milw. 35B), shown near San Juan Capistrano on August 31, 1975.

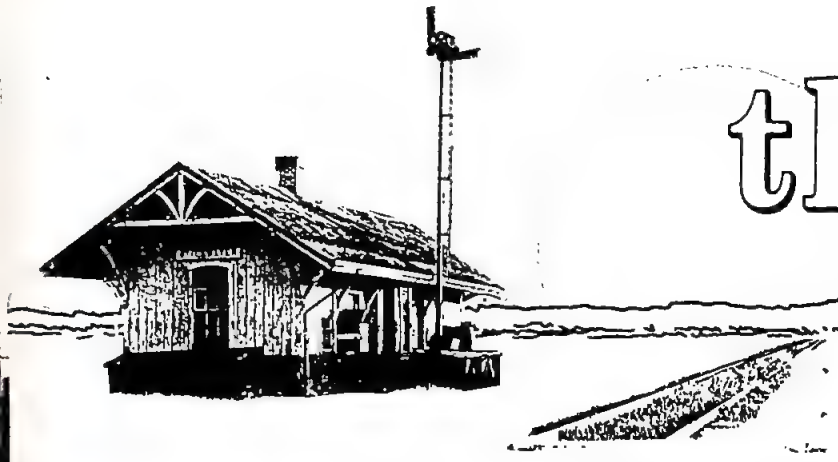
DAVID C. LUSTIG

San Diegan Photo Line

EKTACHROME, DAVID C. LUSTIG

DID THE SANTA FE warbonnet image ever look more grand than when displayed on cab units in front of the San Diego station? The road's first two passenger F7s, 300L and 301L, were posed in the classic setting on June 7, 1973, well into the Amtrak era. On a night in June 1968, PAs 55 and 51 had arrived in San Diego with No.78. All three units of Alco's prototype PA1/PB1/PA1 demonstrator set (initially Santa Fe 51L/51A/51B) were re-engined in 1955 with EMD 16-cylinder 567 diesels rated at 1750 h.p. The A-unit 51B had been renumbered 51C in 1955 and retired after a grade crossing accident in December 1965; the 51L, shown here, was in its last month of service. All the Santa Fe PAs were retired by March 1968.

TWO EKTACHROMES BRENDA M. BAILEY



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MIKE DEL VECCHIO

Amtrak's Keystone Service

by Dan Cupper

Push-pull equipment is beginning to find its place on Amtrak. On October 25, 1987, converted *Metroliner* cab cars began operating on the *San Diegans* on the Santa Fe Surf Line in California (see June '88 R&R), and in February 1988 Amtrak quietly begun operating a few trains with similar equipment on its Philadelphia-Harrisburg "Keystone Service" in Pennsylvania. Power for these runs is either an F40 diesel or an E60 electric specially designated for push-pull service. Begun as an experiment, the Keystone operation could be expanded to bring push-pull rolling stock to all Harrisburg local service.

And while San Diego was busy celebrating 50 years of *San Diegans* (March 23, 1938) with its new push-pull trains, Harrisburg was celebrating 50 years of electrified service (January 15, 1938). A little more than a month later, Harrisburg got its first push-pull service.

Main line push-pull operation dates back to the mid-1960s when the Chicago & North Western began operating a few of its Chicago-Milwaukee and Chicago-Upper Michigan trains with "long distance" bilevel *400* coaches and commuter bilevel cab cars. When Amtrak took over in 1971, the segments of this service that remained did so with conventional equipment. In 1981, however, Amtrak added control cabs to four of the C&NW long distance bilevels that it had acquired and began push-pull operation on the trains out of Chicago to Valparaiso, Indiana; Springfield, Illinois, and again to Milwaukee. The push-pull equipment has obvious economies in turning the trains at their terminals, but it has a drawback in its potential problems with grade crossing accidents. For this reason, push-pull equipment will probably always be restricted to fairly well-developed routes with a minimum of grade-level crossings.

The old Pennsylvania Railroad elec-

Amtrak Keystone Service

WESTBOUND - read down

Keystone 601 ExSaSu	Keystone 603 ExSaSu	Pennsylvanian 47 Daily	Keystone 607 SuOnly	Keystone 609 ExSu	Broadway 41 Daily	Keystone 615 Daily	Keystone 617 ExSaSu	Keystone 605 SaOnly	Valley Forge 43 ExSaSu	Susquehanna 45 SSonly	Keystone 619 FSuOnly	Effective January 25 through April 14, 1988	Valley Forge 42 ExSaSu	Keystone 604 ExSu
5:35am	6:45am	9:45am	12:15pm	1:45pm	4:20pm	4:36pm	5:36pm	6:15pm	6:45pm	7:52pm	10:25pm	**PHILADELPHIA**	7:39am	8:40am
6:02am	7:09am	10:13am	12:38pm	2:09pm	4:46pm	4:59pm	—	6:39pm	7:16pm	8:18pm	10:49pm	**Paoli**	7:13am	8:12am
6:56am	8:04am	10:56am	1:33pm	3:04pm	5:28pm	5:56pm	6:56pm	7:34pm	8:10pm	9:12pm	11:46pm	**Lancaster**	6:15am	7:15am
7:40am	8:50am	11:29am	2:17pm	3:48pm	6:04pm	6:42pm	7:42pm	8:20pm	8:51pm	9:53pm	12:30am	**HARRISBURG**	5:40am	6:32am

AMTRAK'S EASTBOUND *Pennsylvanian*, No.246, rounded the curve at Gap on April 17, 1988, with an F40 and four Amfleet cars. Earlier that day, F40 378 was shoving push-pull *Capitol Liners* with cab car 809 beneath the Trenton Cutoff (left) at Whitford.

trified main line from Philadelphia to Harrisburg fits into the category of a well engineered high speed railroad. There are only four grade crossings on the line, and most of the route is grade-separated in the congested areas and has established a fine safety record using multiple-unit cars as well as locomotive-hauled consists.

Cab car conversions

The *Metroliner* cars that are now being converted to cab cars were developed in 1967 by the Pennsylvania Railroad to be America's first truly high speed trains, operating on the electrified New York-Washington "Corridor" at 125-m.p.h. speeds. They entered service in 1969 for Penn Central and served for many years as, indeed, America's fastest trains, until they were replaced by AEM7 electric locomotives with Amfleet consists (at that time the name "*Metroliner*" was applied to the New York-Washington express service and the cars themselves were transferred over to the 104.6-mile Harrisburg line beginning on February 2, 1981).

The Harrisburg line is pretty tame stuff, compared to the glitzy, extra-fare life they enjoyed as premium *Metroliners* on the Northeast Corridor. Although they never achieved their Corridor design speed of 160 m.p.h. in revenue service, they did run for some years in the 125 m.p.h. range; on the Harrisburg line the speed limit doesn't even allow three digits. By October 1981, the *Capitol Liners* (as Amtrak preferred to call them in their Pennsylvania capital city assignment) had completely replaced leased NJ Transit "Jersey Arrow" m.u. cars on the line, which earlier had replaced leased Southeastern Pennsylvania Transportation Authority (SEPTA) "Silverliner" m.u.s.

The *Capitol Liners* continued for several years to cruise through the lovely, contemplative Amish fields of Lancaster County and lay over between runs in the shadow of the opulent 1906 Pennsylvania Capitol dome. In so doing, they continued a tradition of serving a two-way commuter and business-travel corridor, with rush-hour timings to allow morning arrivals and late-afternoon departures at both Philadelphia and Harrisburg. But eventually the number of road failures and delays rose so sharply that Amtrak increasingly assigned AEM7s to haul crippled *Capitol Liners*. (Designed for 160-m.p.h. speeds with early 1960s technology, the cars could really scat when they were working properly, but they were high-maintenance items and were prone to trouble, in spite of a total rebuilding and upgrading program that saw equipment housings added to their roofs.)

When used as coaches pulled by an AEM7, the *Capitol Liners* run with pantographs up to collect current to oper-

EASTBOUND - read up

Big Apple	Executive	Keystone	Broadway	Keystone	Pennsylvanian	Keystone	Pennsylvanian	Keystone	Keystone
44	606	608	40	612	46	614	246	616	618
SSonly	ExSaSu	Daily	Daily	SuOnly	ExSu	SuOnly	SuOnly	ExSu	ExSa
10:00am	10:07am	12:53pm	1:39pm	2:58pm	4:35pm	5:56pm	6:45pm	7:06pm	9:21pm
9:33am	9:40am	12:25pm	1:11pm	2:30pm	4:09pm	5:27pm	6:19pm	6:37pm	8:51pm
8:40am	8:51am	11:33am	12:28pm	1:38pm	3:23pm	4:33pm	5:33pm	5:43pm	7:57pm
8:00am	8:10am	10:50am	11:55am	12:55pm	2:50pm	3:50pm	5:00pm	5:00pm	7:15pm

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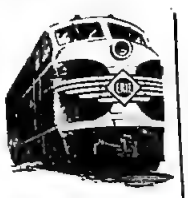

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ate a motor-alternator set which supplies hotel power for lights, heating and air conditioning. This is necessary because the cars are not equipped to accept head-end power (HEP) passed from a locomotive. As this pattern of haulage by electric locomotives became more routine, Amtrak began to remove the *Capitol Liners*' traction motors, which is perhaps the equivalent of an admiral ripping off a naval officer's epaulets. Last fall, the few active *Capitol Liners* still carrying traction motors were disabled, finishing a chapter in their career that began in 1969 when they were prematurely touted as the high-speed sprinters of the future.

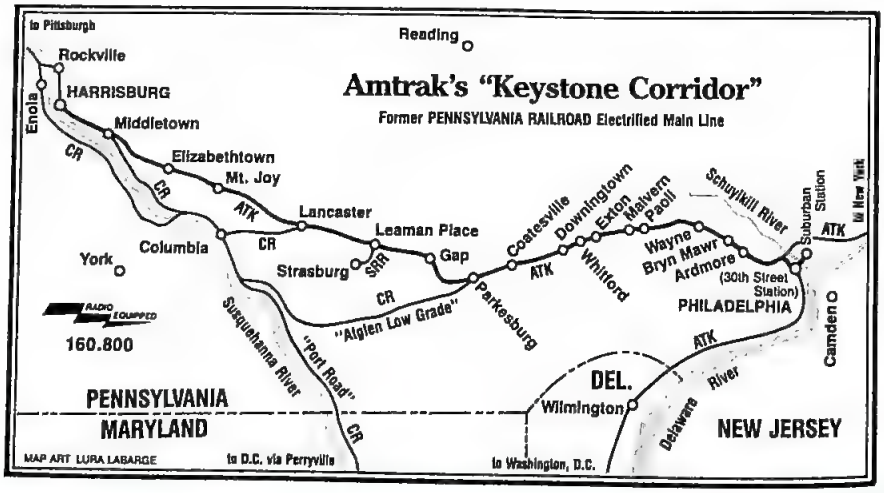
The 1988 power crunch

When the *Night Owl* collision at Chester, Pa., on January 29, 1988, knocked two more AEM7s out of service (904 and 941, in addition to 900 destroyed at Chase, Md., early last year, and 920, which burned up), Amtrak decided that the 47-unit AEM7 fleet had dwindled to unacceptably low levels to protect both Northeast Corridor main line schedules and Harrisburg service. Seven more AEM7s are on order, but delivery won't come until later this year.

Even before the Chester accident, the AEM7 fleet was stretched thin at times, and some Harrisburg trains were being drawn by GE E60s, which played havoc with timekeeping. The older electrics are restricted to 60-80 m.p.h. on the line, which is only partially relaid with welded rail (normal track speed is 80-90). After E60s showed up more and more, on-time performance, once among the best on Amtrak, became hit-or-miss. It suffered so much that Amtrak reissued its Philadelphia-Harrisburg timetable on January 25, 1988, adding as much as ten minutes to each run. While it is a small margin when viewed in isolation, the extra minutes have stretched normal running time to its slowest ever, drawing it noticeably beyond the approximately two-hours-or-less threshold. Since December 1, 1985, when corridor-style service began here on the former Pennsylvania Railroad, the best regular times have been in the 1:41-1:45 range. This practice started while the quick-acceleration Silverliners were assigned, even before welded rail and 90 m.p.h. limits. The *Capitol Liners*, designed for long, high-speed running, could not keep the Silverliners' pace on a start-and-stop schedule and usually ran at 1:58 to 2:01 or so. One exception was the limited-stops Keystone Executive service, which began April 24, 1983, (well into the *Capitol Liner* era) and for several years maintained a 1:39 timing, the fastest ever scheduled.

Just four days after the 1988 timetable was reissued to reflect slower running with E60s, the *Night Owl* collision occurred. Amtrak decided that same day (January 29), a Friday, to assign F40 diesels with Amfleet or Heritage Fleet coaches to all Harrisburg trains, effective the following Monday, February 1. Unfortunately for passengers, the railroad also eliminated one of the line's most important marketing features: its arrival and departure from Suburban Station in Center City Philadelphia. This practice had been in effect for more than 22 years, dating to the Pennsy era. The decision was prompted by a practical consideration of avoiding fumes in the underground tunnel leading to and through Suburban Station. All Harrisburg trains, no matter what the motive power, now leave from the lower level of 30th Street Station, and passengers must change to or from SEPTA trains.

From time to time, Amtrak has considered a permanent diesel solution for the line. Instead of getting electric locomotives for the run east of Harrisburg, the *Broadway Limited* was converted to HEP equipment and began operating through to Philadelphia with diesel power on April 27, 1980. The diesel-powered *Pennsylvanian* was inaugurated that same weekend. Today, the



AMTRAK TRAIN 616 is eastbound out of Harrisburg at 5:00 p.m. On March 8, 1988, it had E60 603 leading push-pull *Capitol Liner* set 828 827/809 with their pantographs up.

Harrisburg-New York *Valley Forge* and its weekend counterparts use either diesels or electrics. A "diesel solution" would entail de-electrifying the route at some point west of SEPTA suburban territory, as all SEPTA service is electrically powered. Most SEPTA service on the line is concentrated between Philadelphia and Paoli, 20 miles to the west. The January 29 all-diesel decision looked as if it might have been a first step in the direction of removing catenary, but the substitution was short-lived.

Within a few days, electrics began showing up on the line again, and Amtrak sent E60 950 to Wilmington Shop to renumber and repaint it, designating it for push-pull operation, even though all E60s (and F40s, for that matter) are push-pull compatible. Lowest-numbered of the original E60 series, it was one of a few early steam-generator-equipped E60s that had never been converted to HEP. As such, it and the 953 showed up often as propulsion for *Capitol Liners*, because they do not rely on locomotive-supplied hotel power. The 950 emerged as the 510 to distinguish it from the rest of the HEP-equipped and renumbered E60s, which are in the 600-609 series. The unit would have been renumbered anyway with new AEM7s on the way, whose number series will run 947-953. But the 500-series number (which places it with the E44s, CF7s and diesel switchers) didn't last long; in April it was renumbered 620, after dispatchers kept restricting it to 500-series "freight unit" speeds. E60 953 is scheduled to become the 621, and two other non-HEP E60s (954 and 955) currently in heavy repair backshop, will be numbered 622 and 623, though not necessarily in that order.

Soon after the 510 was repainted, a three-car *Capitol Liner* set was modified for push-pull service, with 809 as the cab car and coaches 827 and 828 having pass-through control cable hookups. The biggest modification was in making it possible for an engineer in the cab car to drop the locomotive pantograph in event of a catenary problem or phase break.

Variety: Keystone style

The combination of engine 510 and the *Capitol Liner* push-pull set made its inaugural trip to Harrisburg on the morning of February 26, with the locomotive pulling on the west end on Train 603 and the initial "push" configuration leaving eastbound as Train 608. Since then, push-pull runs have also been made with F40 diesels (among them 295 and 334). This makes for a strange sight, especially in the "push" direction, with the view of pantographs sliding along the 11,000-volt wire (the classic image of electric traction) and a blue-white exhaust rising from behind them.

According to Thomas R. Chawluk Sr., Amtrak transportation manager at Harrisburg, the overall plan is to convert more *Capitol Liners* to create a fleet of four cab cars and eleven trailers, all for Keystone Service. Already, coach 818 has been modified as a trailer. Some cars, Chawluk adds, could be used for the *Valley Forge*. For that run, push-pull equipment would eliminate an engine change or change of ends in 30th Street Station. Ultimately, Amtrak plans to make the *Capitol Liners* HEP-compatible, meaning that their pantographs will be removed, and they will be compatible with retrofitted push-pull Amfleet cars.

While an Amtrak 600-series E60 has run in "push" mode with SEPTA's Bombardier push-pull coaches, it is unlikely that those electrics will be used

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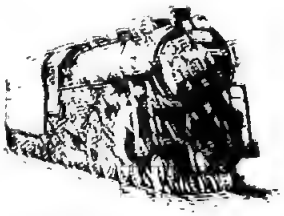
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AN ALL-ELECTRIC consist made up Train 616 out of Harrisburg at 5:00 p.m. on March 17, 1988. Because of their type of m.u. system, Amtrak AEM7s cannot be controlled from a push-pull cab car. The biggest Amtrak train on the Harrisburg line is the *Broadway Limited*, shown westbound (right top) at Gap on April 17, 1988.

for Harrisburg push-pulls. With their HEP capability, they are needed for heavy long-distance trains that use the Corridor, such as the Florida trains and the *Crescent*, as well as a few heavy "Clockers." Also, although Maryland MARC and SEPTA AEM7s are equipped for push-pull running, Amtrak's AEM7s are not, because of a difference in m.u. throttle command coding.

Train-watchers who feared the monotony of F40/Amfleet combinations on the Harrisburg line need not have worried. Amtrak does not have an abundance of F40s, relative to its nationwide assignment needs, so converting the service to all-diesel power did not prove to be easy. With this situation and with the arrival of push-pull equipment, the variety of locomotive and rolling stock assignment on the line has been unprecedented in modern times. Motive power can be F40s, three series of E60s (unrebuilt 950s, HEP-equipped 600s and the non-HEP 620s) and AEM7s. Amfleet or Heritage Fleet (usually 7600-series Budd-built *Congressional* coaches), or a mixture of the two, can be found behind any HEP-equipped power: F40s, AEM7s or 600-series E60s. Regular unpowered *Capitol Liners* can be found behind F40s, any of the three E60 series and AEM7s. And the push-pull coaches can be found working with the 620 or an F40 in push-pull mode. But they also have run in conventional fashion behind a 600-series E60.

As to the future, the Pennsylvania Department of Transportation, which partially subsidizes Keystone Service, has become concerned about the deterioration of service since 1986, when multiple schedule cuts reduced weekday frequency from nine round trips to an inconvenient five. Ridership fell correspondingly from an all-time high of more than a million a year in 1979-1980 (then about 5% of Amtrak's nationwide

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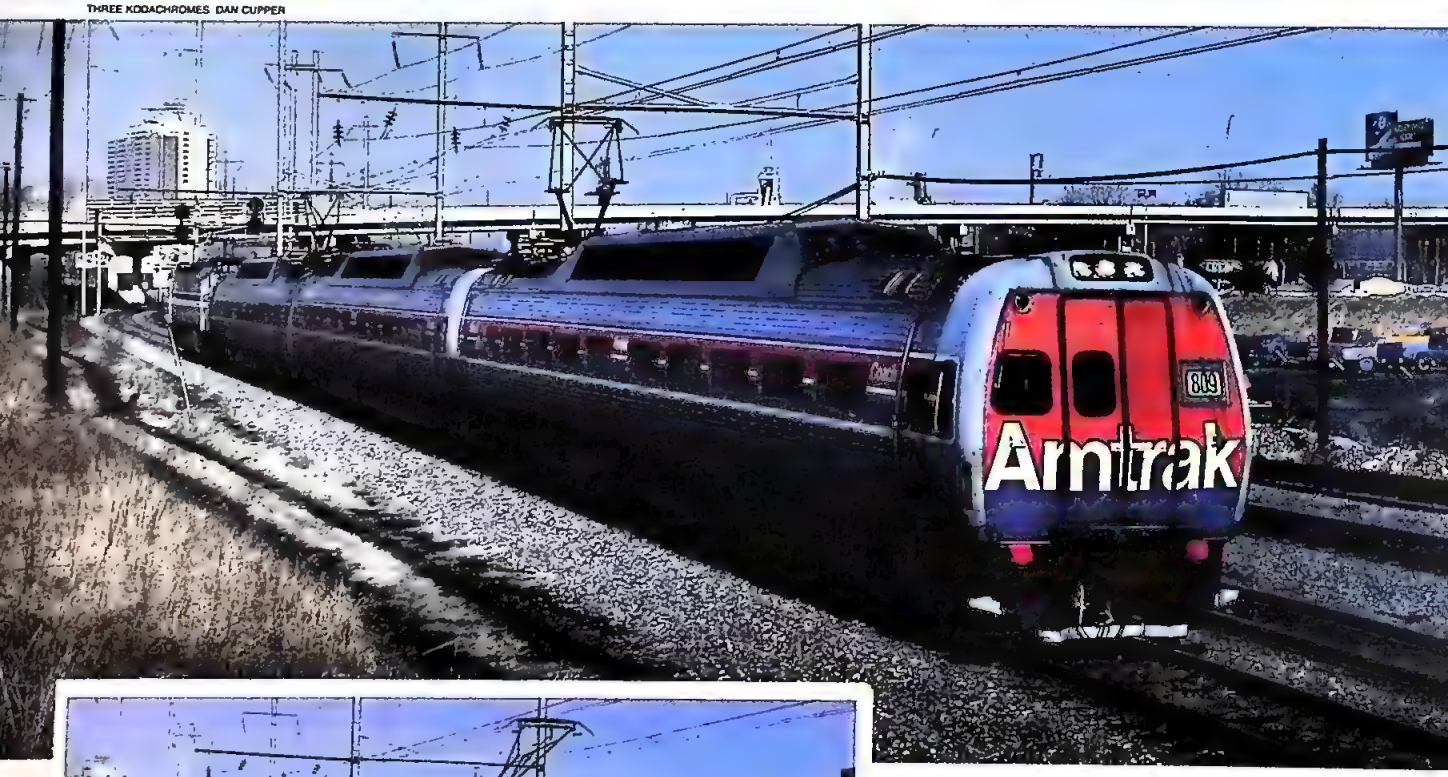

COMIN' AND GOIN'. E60 510 was modified for use as a push-pull locomotive with the *Capitol Liner* cars which have had their traction motors removed (the pantographs are up to supply "hotel power" for heating and lighting). On March 2, 1988, the 510 was shoving cab car 809 (**above**) out of Harrisburg on 10:50 a.m. Train 608; on March 11 it was leading (**left**) a similar consist on the same train. The inaugural push-pull run out of Harrisburg (**right**) was with 510 on February 24; GG1 4859 is on permanent display.

KODACHROME JIM BOYD

patronage on less than ½% of its mileage) to about 300,000 passengers today.

PennDOT advertised for bids to do a quick $100,000 diagnostic study to determine what can be done in the way of marketing and capital investment to reverse this decline. Much of the impetus to do so came from Scott Casper, former executive director of the Pennsylvania House of Representatives Transportation Committee, who last fall was named chief of PennDOT's mass transit section. New rolling stock purchased by the state, à la CalTrans, Connecticut DOT, Maryland MARC, Metro-North, MBTA, NJ Transit and SEPTA, is a distinct possibility. Another is replacement of the Amtrak service with SEPTA trains, now that SEPTA is operating its own AEM7/Bombardier coach fleet, which is far better suited to extended running than it is, for example, to Chestnut Hill Local service. One political drawback is that SEPTA's recent and well-publicized upper-level management fights have caused PennDOT to hesitate about entangling itself in any such arrangement. PennDOT also has not ruled out acquiring the line from Amtrak. Six transportation engineering firms submitted proposals for the study, which is due to be completed by June 30, 1988.

Meanwhile, the action on the Keystone Corridor is anything but monotonous.

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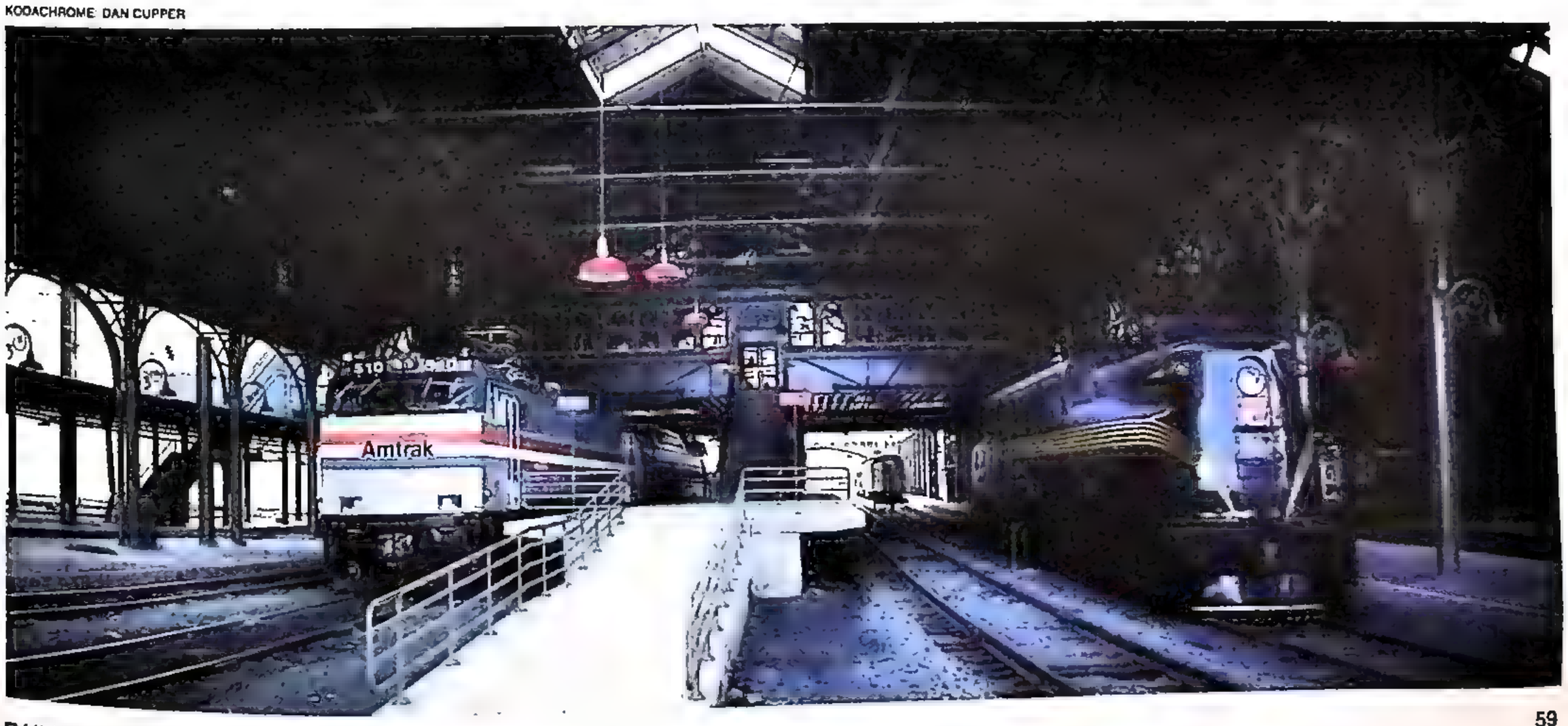

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BY JIM BOYD

AN MAS RIVER RAILWAY PHOTO

MOTOR CAR 1001 of the new Animas River Railway was being tested in the D&SNG yard in Durango, Colo., on April 23, 1988. The home-built motor car is powered by a Cat diesel with a hydraulic transmission and is painted bright red with yellow belt stripe and lettering, a black letterboard and a silver roof. Along with a matching covered gondola, it will be used on scheduled runs between Rockwood and stops in the Animas Canyon to suppliment D&SNG Silverton trains.

The Animas River Railway

As the June 1988 issue (featuring the Durango & Silverton Narrow Gauge) was at the printer, we got word of a completely new operation on the Silverton line. Beginning on May 7, 1988, the "Animas River Railway" will operate a newly-constructed railbus on a regular schedule from Rockwood, Colorado, into the Animas Canyon to the Cascade Canyon wye and Elk Park wye, making the "local" stops along the way at Tacoma, Ah! Wilderness, Tall Timber, Tefft and Needleton. The new "railway" is an operating division of the D&SNG.

This new service will give much better access to the canyon for hikers, fishermen and visitors to the resorts as well as railfans who want to make a day of it in the canyon. Three trips a day are scheduled out of Rockwood (where parking is provided at $2.00 per day). The first trip is the only one that goes all the way to Elk Park; it departs Rockwood at 7:30 a.m. (ahead of the earliest D&SNG steam train) and turns at Elk Park wye at 9:20 a.m. On the return trip it will go into sidings to meet the Silverton-bound steam trains and return to Rockwood at 11:10 a.m. The second trip leaves Rockwood at 12:30 p.m. and turns at Cascade Canyon wye, arriving there at 1:12 and departing at 2:15. It returns to Rockwood at 3:00 p.m. and makes

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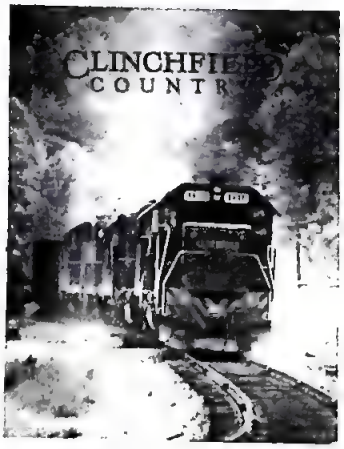

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another Cascade wye turn between 6:00 and 7:40 in the evening, after all of the steam trains have returned southward. The schedule continues through October 30.

Between June 20 and August 21, a trip into the canyon on the first railbus and return on the last railbus will yield four steam trains in each direction plus the mid-day railbus. This opens up entirely new possibilities for photo opportunities in the Animas Canyon. The round trip fares for adults range from $4.50 to Tacoma to $12.00 for Cascade Canyon and $26.00 for Elk Park (children between ages 5 and 12 are half price). For information, reservations and ticketing, contact the Animas River Railway at 303/247-9349 or write them at 479 Main Avenue, Durango, CO 81301.

The motor car 1001, named *Tamarron*, was built from scratch in the D&SNG shop in Durango and will operate as a two-unit set with a new covered gondola trailer, with a total seating capacity of 80 passengers. The car is powered by a Caterpillar diesel driving through a hydraulic transmission.

While the Animas River Railway finally brings regular diesel power to the Silverton line, the D&SNG itself is still 100% steam, and the new service will make the steam trains even more attractive and interesting to photograph.

Golden Spike Photo Contest

This summer they will be holding the 12th Annual Railroader's Festival Photo Contest at the Golden Spike National Historic Site at Promontory Summit, Utah. We featured the winners of the 10th Annual contest in our March 1987 issue, and the 1988 winners will be present in a future issue of *Rail Classics*. The contest is open to all photographers, and the only subject limitation is that it must depict some aspect of railroading and been taken within the past year. There are two categories, black & white prints and color prints, and all submissions should be reproduction-quality 8×10s on glossy paper. A maximum of five entries (three per category) may be submitted by each entrant, and all entries become the property of the National Park Service, U.S. Department of the Interior. Each entry must be clearly identified on the back of the print with the photographer's name, address and phone number as well as the location, subject, date and brief description of the photo. The deadline for entries is July 31, 1988. Prizes will be awarded to the winners and a selection of the entries will be displayed at the 12th Annual Railroader's Festival at the Golden Spike site beginning on Au-

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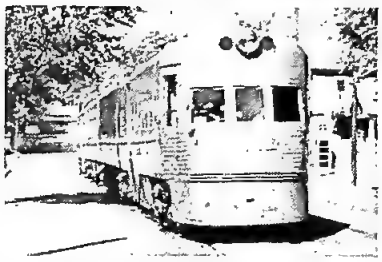

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gust 13, 1988, and remaining on display for several weeks thereafter.

Send your entries to: Railroader's Festival Photo Contest, National Park Service, Golden Spike National Historic Site, P.O. Box W, Brigham City, UT 84302.

"Good Morning, America"

There was quite a flap among the faithful when the Railfan Grapevine was alerted that a video crew would be out on the New York, Susquehanna & Western on March 28 to film a segment about the vanishing American caboose for ABC's *Good Morning, America*. The Susquehanna put together a 13-car freight train behind freshly-painted yellow and black SD45s 3630 and and 3614 and tacked its ex-B&O bay window caboose on the rear. Veteran conductor (and railfan photographer) John Treen was to be interviewed on the train.

The videotaping day went well, with nice weather and a railfan motorcade following the train. Observing the antics of the professional video crew getting extreme close-up and underside angles of the moving train, Marc Balkin of Mark One Video commented that the railroad would never tolerate such behavior from railfan video crews. The end result looked superb on TV, however.

The train left Little Ferry yard with the two SD45s, two cars and the caboose and expanded the consist with a cut of cars out of Passaic Junction. The TV crew was waiting at Wyckoff, but the photo train had to first continue on west to the siding at Campgaw to meet an eastbound stack train with two yellow SD45s and an F45. Returning to Wyckoff, they picked up the video crew and worked their way westward, making occasional stops for photos. Railfan Ken Karlewicz was working that day as NYS&W's "official" still photographer getting photos of the fresh yellow units for the company files. The railfan motorcade was making the best of the day, following Karlewicz and getting picture-postcard views of the train. At Sparta Junction the video crew got on the ground and the train did a number of runbys as Conductor Treen swung aboard the caboose. They then ran the engines around the train and headed back for Little Ferry.

The program aired nationwide on Thursday, April 7, at 8:10 a.m. Eastern Time on the *Good Morning, America* show. It was a very well done and intelligent look at the vanishing caboose. Reporter Steve Fox talked with Joan Lunden in the studio about kids and the "Little Red Caboose" and then went into a very brief history of cabooses, as what appeared to be 8mm movie footage of NKP 2-8-4 765 on the TP&W freight trips of May 1980 rolled along to the musical accompaniment of Doc Watson's superb "Greenville Trestle." Then the contemporary action began on the N&W, observing that in January 1988 the state of Virginia repealed their mandatory caboose law. With scenes that appeared to be around Roanoke and Salem, Va., they did an interview with N&W Conductor Bill Albert, who described the working life on a caboose. This transitioned nicely into Treen's segment on the NYS&W and how the caboose was being replaced by End Of Train Devices. There were also some clips of a MoPac caboose and the B&O at Brunswick, Maryland.

The entire production ran a little over five minutes and wrapped up with Steve Fox back in the studio. Talking again with Joan Lunden, Fox commented about the "railroad

Switch List

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ANNOUNCEMENTS

SEPTEMBER 11, 1988 - Third Annual Great American Railroad Extravaganza, the Hilliday Inn, Rt 22 West, Springfield, NJ. Four miles west of the Garden State Parkway, Exit 140, the only all-railroadiana show in the Metropolitan New York area. Wide variety of items for beginning and advanced collectors. Browse in air conditioned comfort 10 A.M. until 3:30 P.M. Food available at motel. Admission $3.00, $5.00 maximum per family. Six foot tables at $22.50. LSSAE to: C & G Productions, 140 Railroad Avenue, Washington, NJ 07882, or call 201-689-3990/515-9389. 988

AUGUST 20, 1988, Atlanta, Georgia, Southeastern Railroadiana Collectors Eleventh Annual Railroadiana/Model Train Sale and Trade Show, over 200 tables, Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent Holiday Inn Crown Plaza, 9 A.M. to 4 P.M. Admission $3.00, tables $20.00. Information LSSAE to: Jack Martin, 4183 Parar Pines, Atlanta, GA 30327. 988

SEPTEMBER 3, 4, 5, 1988: Railroad Days Topeka, Kansas. Full scale trains, exhibits, sales, swap meet. Railroadiana and model trains. Attendance 80,000. For brochure and information write: Historic Topeka, Inc., Box 903, Topeka, KS 66601. 788

SOUTH CARVER, EDAVILLE Railroad Railfan Weekend and Collector's Flea Market, June 18 and 19, 1988. Edaville, Rte. 58, 10 A.M. to 5:30 P.M. Adults $8.50, children $5.50, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 788

THE EAST BROAD TOP Railroad Fall Spectacular, October 8 & 9. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway trolley. Station, roundhouse and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. Telephone 814-447-3011. Located off Pennsylvania Turnpike on U.S. Rt. 522. 988

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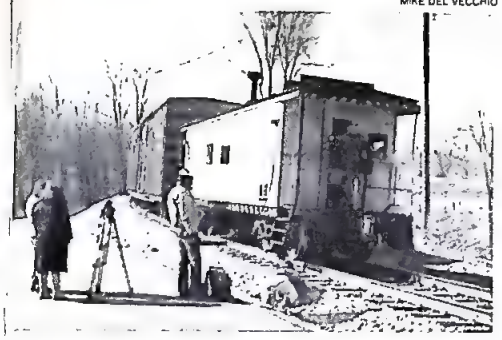

MIKE DEL VECCHIO

THE TELEVISION CREW for "Good Morning, America" was filming Conductor John Treen on NYS&W at Sparta Junction, N.J., on March 28.

buffs" who were following their Susquehanna train across New Jersey and how railroading was probably the only industry with such dedicated fans. Even though he did use the word "fanatic," it was a respectful portrayal.

If you liked cabooses, Steve, how about a live steam engine next time?

next in month RAILFAN & RAILROAD

● RAILROADING IN THE REDWOODS: A narrow gauge steam railroad and a standard gauge branch line with CF7s and a tunnel make for an interesting day of tourist railroading on California's Pacific Coast. Ken Rattenne gives us a look at both the Roaring Camp & Big Trees and the new Santa Cruz, Big Trees & Pacific.

AUGUST 1988 ISSUE ON SALE JULY 1

F-units and RoadRailers

The big news around CSX these days is the "fall from grace" of the executive F-units and their assignment to the RoadRailer trains between Detroit and Atlanta (the F-units had been authorized for special use by Vice President Richard Sanborn, and when he moved to Conrail, they were reassigned to the RoadRailers; see the June '88 RAILNEWS). The former Clinchfield units (F7A 116, FP7A 118 and F7Bs 117 and 119) have been working the RoadRailers since March 22 in two A-B unit sets along with "conventional" power.

The RoadRailer schedule is somewhat irregular, and the appearance of the F-units is not always easy to predict. What follows is a brief narration about trying to catch the elusive units by Clinchfield/L&N fans David DeVault of Kingsport, Tenn., and Ron Flanary of Big Stone Gap, Va. DeVault is doing the writing:

"It's springtime in the mountains, and the weather has been great with warm sunshine and blue skies. School is out for spring break, the family is in Kentucky and Friday (April 1) is a holiday. I join up with Flanary at Harrogate, Tenn., and we head west to the L&N main line at LaFollette. After catching some action (Train 543 with Chessie SD40-2/SD50 and SBD U30C and Extra 8080 South with three six-motors) we check in at division headquarters in Corbin. Guess what. The northbound RoadRailer, Train 210, has been

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WANTED: Richard Prince books and "Southern Steam Power" by Ranks and Lowe. T. English, 2132 Lakeview Circle, Matthews, N.C. 28105.

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See the details at left.

annulled for Good Friday. Sorry about that.

"Oh well, the rains are coming and going, so we content ourselves with 'the usual' L&N action. The RoadRailers will be running in both directions on both Wednesday and Thursday, and the weather is promising to be better. Wednesday, April 6, is selected, and we know from our railroad sources that the F-units are in position to handle both RoadRailers that day. It looks like a sunny day as I depart Kingsport to meet Ron. As we head toward Corbin, the clouds roll in, the wind kicks up and the temperature begins to drop. Typical railfan weather.

"Arriving in Corbin we visit with the division staff and learn that RoadRailer 210 is due about 10:15 a.m. We head north to Frantz, the end of double track north of Corbin. After a southbound hopper train passes with an SD50 and GP38-2, Train 210 with F7A 116 and B-unit 117 heads north with nine loads and seven empties just as the rain quits. (Subsequent research reveals that this train had departed Atlanta at 4:30 a.m., departed Etowah at 5:10, departed Corbin at 10:27—I probably should have sent this story to Milwaukee—arrived at Cincinnati at 3:37 p.m. and terminated in Detroit at 11:45, running about three hours ahead of schedule.)

"After lunch the rains come again, and expecting northbound Train 142 we are caught by surprise when the southbound RoadRailer 211 shows up with FP7A 118, F7B 119, 25 loads and one empty. It's a scramble to catch the train, but we manage to get a photo on the S-curve on Crooked Hill at Hazel Patch (see page 66) and then continue south for more photos at Corbin, Wofford and Morely, Tennessee. Thank you, CSXT, the couple of slow orders for track maintenance helped. (The 211 had departed Detroit at 2:15 a.m., Cincinnati at 10:00 a.m., Corbin at 3:13 p.m. and Etowah at 7:14, arriving in Atlanta at 12:15 the next morning, 2½ hours ahead of schedule.)

"The turn-around times at both Atlanta and Detroit were too quick for the Fs to return on Thursday, and the RoadRailers ran Thursday with GP40-2s (6299 out of Atlanta at 2:15 a.m. and 6291 out of Detroit at 4:00 a.m.)."

It's anybody's guess as to how long the Fs will continue in this service. CSX wants to "get their money out of the units," as they were rather recently overhauled and were very well maintained in executive service. The RoadRailers make the entire Atlanta-Detroit run without refueling, and the standard non-F-unit power is the Chessie GP40-2s with 3600-gallon fuel tanks. To make the run with the F-units, they keep only one unit at a time on line (under power) to conserve fuel. Since the Fs have passenger gearing, this makes them a bit less than lusty when the RoadRailers get over about 40 trailers. For now, however, it's an interesting show.

Western Maryland 3798

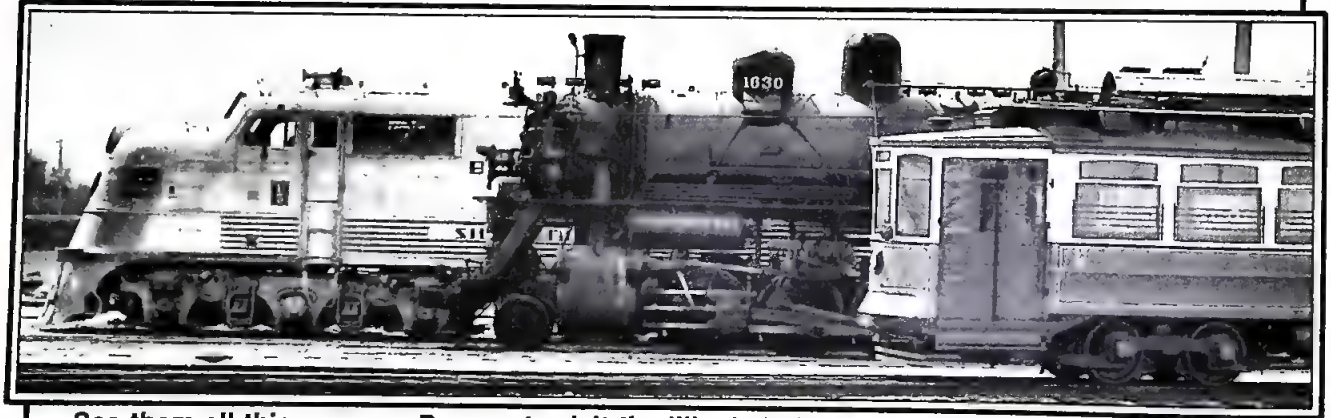
There is a dedicated group of railfans in the Pittsburgh and Akron area that have been following the demise of Chessie/CSX units wearing Western Maryland colors. Kurt Stetzer believes that the last unit in unaltered WM livery was the red, white and black GP40 3798, WM's next-to-last new unit, delivered in August 1971.

The night shot on page 66 was taken on February 18, 1988, with the 3798 and CSX SD40-2 8256 on No.356 at Greene Junction in Connellsville, Pa. This is likely to have been one of the last photos taken of the "3798," for on February 26 it entered Cumberland Shop and emerged as CSX 6573 with a respectable renumbering job. The colors may live on for a while, but the WM number is now history.

Operation Redblock

Dwight Jones of the Affiliation for B&O System Historical Research reports that in an effort to confront one of the toughest problems in today's railroading, CSX has embraced the "Operation Redblock" program to combat drug and alcohol abuse with rehabilitation rather than discipline. The railroad has

STEAM, DIESEL & ELECTRIC!



See them all this summer. Be sure to visit the Illinois Railway Museum and see what *Railfan Magazine* calls "...the best kept secret in Railroading!" Over 250 pieces of rolling stock on display. A 4½ mile long railroad. Multiple train operation on weekends.

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The Museum is open Sundays only in April and October from 10:30 a.m.-5:00 p.m.; Saturdays and Sundays only in May and September from 10:30 a.m.-5:30 p.m.; and DAILY Memorial Day through Labor Day with weekday hours from 10:00 a.m.-4:00 p.m. and weekend hours from 10:30 a.m.-5:30 p.m.

The STEAM TRAINS can be ridden on Saturdays, Sundays, and Holidays from mid May through the end of September. The ELECTRIC CARS provide rides every day the Museum is open.

Recorded information is available by calling 815-923-2488 or write IRM, Box 427, Union, IL 60180.

SPECIAL EVENTS FOR 1988

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JULY 4—TROLLEY PAGEANT 4th of July Special—IRM's annual trolley parade—largest operation of antique trolleys in the Midwest.

JULY 17—DIESEL DAY Diesel show including operation of some of the Museum's diesels.

AUGUST 1-7—STEAM WEEK Steam powered passenger train operated every day for 1 week only.

SEPTEMBER 3, 4, 5—RAILFAN WEEKEND Railroad Equipment Spectacular—steam, diesels and electrics are operated.

OCTOBER 1, 2—MEMBERS' WEEKEND Electric cars on Saturdays, steam and diesels on Sundays.

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signed Operation Redblock agreements with four of its major unions (UTU, BofLE, American Train Dispatcher's Association and Brotherhood of Railroad Signalmen).

To help promote the program, CSX has added an Operation Redblock message (see page 66) to the flanks of nine units, each representing one of the CSX operating divisions. The units and divisions are as follows: GP40 6718 Atlanta, GP40 6796 Huntington, GP40 6818 Chicago, GP38-2 2704 Tampa, GP38-2 2697 Florence, GP40-2 6387 Mobile, SD40 8428 Baltimore, GP40 6726 Detroit and GP38 2171 Corbin. All units are ex-Seaboard System except Chessie SD40 8428, and all units were outshopped at Huntington, W.Va., in March and April 1988.

The oldest roadswitcher?

In the May 1988 MARKERS we discussed the possibility that TXI's Army-modified RS1 8000 (originally NYS&W 231, built in June 1942) is the oldest operating roadswitcher in the U.S. Well, the term "operating" may have just become the determining factor, for Rick Gladulich reports that an even older serviceable modified RS1 is safely in captivity.

Rick researched these units extensively for a two-part article on the military RS1s in the March and April 1980 *Trains* Magazines. He notes that the fourth RS1 constructed was Atlanta & St. Andrews Bay 902, b/n 69427, completed in March 1941 and preceded only by Rock Island 748 and 749 and Bay Line sister 901. The 902 was drafted for service on the Trans-Iranian Railroad in 1942 and modified with A1A trucks and a close-clearance cab as Army 8011. After the war it returned

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KODACHROME: JIM BOYD

THE OLDEST ROADSWITCHER—REVISITED. What may very well be *the* oldest roadswitcher is now displayed at the State Railroad Museum of Pennsylvania in Strasburg. Wearing fresh Alaska Railroad colors, this was Atlanta & St. Andrews Bay 902, the fourth RS1 constructed (March 1941).

to the U.S. and in 1951 went to the Alaska Railroad as the 1034. In 1956 it was returned to the Army as 8011 again and went into storage at Hill AFB in Ogden, Utah. In 1974 it was transferred to the Department of Transportation and moved to the test track at Pueblo, Colorado, as 013 (incorrectly shown in our A&StAB roster as "011"). It was recently donated to the Smithsonian Institution and is presently displayed at the State Railroad Museum of Pennsylvania at Strasburg. It now wears a fresh livery of ARR blue and yellow (a scheme which, incidentally, it never wore in Alaska).

Although the "ARR 1034" does not have current federal papers, it is serviceable and can be fired up and moved around on the museum property (though not on the Strasburg Railroad). This would seem to yield the "in regular service" title to the TXI unit, though there is no doubt that the ARR 1034 is both older and serviceable.

The only units that could claim the title of "oldest" from the ARR 1034 would be the two RI RS1s or the Bay Line 901. Ken Ardinger's research indicates that though the RI 748 was reported retired as ARR 1031 in 1964 and scrapped, the other RI unit may yet be active. Rock Island 749 became TVA 8006 (possibly renumbered 45 and/or 400) and was initially assigned to the fertilizer plant at Muscle Shoals, Alabama, though it may have been moved elsewhere. Bay Line 901 became U.S. Navy 65-00512 at McAlester, Oklahoma, and was last reported transferred in a paper shuffle to two scrappers, Yaffe Iron & Metal and Lone Star, where it likely perished. Until we can account for the TVA 8006, however, this story may not be over yet.

KODACHROME: KURT STETZER and HARRY BECHTOLD

GP40 3798 was the last CSX unit in full Western Maryland livery and has since been renumbered CSXT 6573. It was on No.356 in Connellsville on February 18, 1988. GP38-2 2704, shown at St. Albans, W.Va., on April 9, 1988, is one of nine units painted up for the "Operation Redblock" anti-drug/alcohol campaign. Ex-Clinchfield F-units 118/119 were on the southbound Road-Railer at Hazel Patch, Ky., on April 6, 1988.

EKTACHROME: DWIGHT JONES

KODACHROME 200: RON FLANARY

Colorful Switchers

IN NORTH CAROLINA, the Dunn-Erwin Railroad began on December 16, 1987, operating the southern-most five miles of former Durham & Southern trackage between Dunn and Erwin in the central part of the state. The new line is owned by the Arberdeen & Rockfish, and the locomotive is painted in a simplified version of the A&R livery. Dunn-Erwin NW2 5072 (ex-C&O 5072) is shown testing on the A&R at Fayetteville, N.C., on February 22, 1988, before being shipped to its new home.

KODACHROME: DOUG KOONTZ

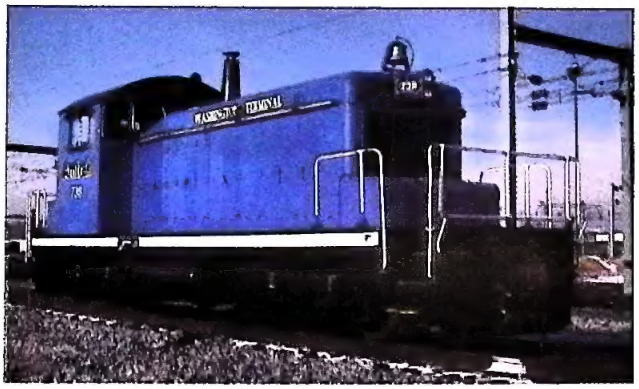
KODACHROME: BEN KERR

THE TULSA-SAPULPA UNION, a ten-mile switching line of interurban heritage between Tulsa and Sapulpa, Oklahoma, is repainting its fleet of EMD switchers from black to this new red livery, shown in August 1987.

KODACHROME: G.W. ZEITLER

CRAB ORCHARD & EGYPTIAN'S ex-MoPac SW1200, named *Herrin*, has been painted in the Herrin, Ill., high school colors. See page 30 for details.

KODACHROME: JOHN C. BENSON



WASHINGTON TERMINAL RS1s are still fondly remembered by Amtrak's Ivy City shop employees who were allowed to repaint Amtrak SW1 738 into the WT paint scheme. It is shown at Washington, D.C., January 30.

KODACHROME: ALYN SPECHT

THE PORT JERSEY RAILROAD, on the Bayonne, N.J., waterfront, purchased rebuilt ex-MoPac SW1200 1197. The brightly colored unit is shown on December 12, 1987, only one day after it arrived. See page 30.

THE LEWIS & CLARK RAILROAD has repainted one of its two ex-SP switchers in a Northern Pacific-inspired scheme with an NP-like herald under the cab window. SW8 81 is seen at Battle Ground, Wa., in April 1988.

COLFAX, ILLINOIS, is home for the Tabor Grain Company and their ex-MoPac SW1200 1155, painted in CB&Q colors to match the Bloomer Line railroad that serves it. The unit is shown at Colfax on October 13, 1987.

KODACHROME: BEN KERR

KODACHROME: LLOYD RINEHART

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